

The Hongkong Telegraph.

(ESTABLISHED 1881.)

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August 15th, 1911. Temperature 10 a.m. 81, 4 p.m. 89; Humidity...88, 80.

August 16th, 1910. Temperature 10 a.m. 89, 4 p.m. 84; Humidity...79, 70.

No. 8546

第二廿月六年三統宣

WEDNESDAY, AUGUST 16 1911.

三拜禮

號六十月八英港香

889 PER ANNUM.
SINGAPORE COPY 10 CENTS.

SPECIAL TELEGRAMS.	REUTER'S TELEGRAMS.	REUTER'S TELEGRAMS.	REUTER'S TELEGRAMS.	REUTER'S TELEGRAMS.	REUTER'S TELEGRAMS.	CHINESE TELEGRAMS.
SHORTAGE OF WHEAT. GLASGOW STRIKE COLLAPSED. [THE "TELEGRAPH" CORRESPONDENT.] London, Aug. 15, 7.25 p.m. The shortage of wheat in Liverpool and other foodstuffs in Manchester is causing consternation. The strike in connection with the Glasgow tramways has collapsed.	of which Mr. J. M. Robertson will be the head. Some well-known Liberal publicists will be associated with this branch of the organisation. It is expected that a separate organisation will be formed for Scotland, acting under the authority of the Scottish Whip, Mr. J. W. Gulland, to supplement the work of the existing Home Rule organisations. It is understood that the organisations of the league of Young Liberals of which Mr. Walter Runciman is chairman, and the Young Scots Society, of which Mr. Charles Edward Price is the chairman, comprising a membership of 100,000, will also conduct an active campaign in the country. The Ulster Liberal Association are to send members of their body to speak in the United Kingdom and all members of the Ministry, as well as Mr. Redmond, Mr. Dillon and other Nationalist members are to take an active part in the campaign which will begin in about five weeks' time.	The managers declare that if there are faults in the working of the scheme they are easily remediable. SKIRMISHES AT LIVERPOOL. London, Aug. 15, 2.15 p.m. Several skirmishes occurred between the Police and the strikers yesterday. The military were requisitioned and the disturbances were quelled without much difficulty. Several fires have occurred which are believed to be due to incendiarism. The most serious fire broke out at the offices of the Shipping Federation which were gutted. During the renewal of the disorders early this morning, the military were again called out and it is reported that firing took place.	THE PRESS. London, August 15, 3.50 p.m. The newspapers are devoting pages to reporting any appearance or menace of unrest throughout the country which it is impossible to cable in detail, though it is significant that a number of railwaymen, mostly of the goods departments, have come out at Manchester, Warrington and Sheffield. Specimens of the headlines now appearing are as follows:—"Incendiarism by Mob." "Army Under Arms for Liverpool." "Anarchy." "Ruin or Sanity." While the Conservatives blame "Limehouse" as having fomented the disorders the <i>Daily News</i> tearfully laments "the brutal tactics of the police at Liverpool."	GLASGOW STRIKE COLLAPSES. London, August 16, 7.20 a.m. The Glasgow tram strike has collapsed and a full tramway service is now running. IMPROVED SITUATION IN LONDON. London, Aug. 16, 7.20 a.m. In the House of Commons, Mr. Winston Churchill announced that the situation in London had improved; and that all sections at the docks are returning to work, though not in full numbers. He said it is believed that all transport workers have now realized the advantages they have already secured and the folly of jeopardising them. He pointed out that the soldiers in Liverpool did not fire on the people but at individual houses from which missiles were thrown.	HOME CRICKET. COUNTY RESULTS. [SERVICE TO THE "TELEGRAPH."] Durban, August 15, 11 p.m. Surrey won by an innings and 31 runs, Kent by an innings and 225 runs and Sussex by seven wickets. FOR AUSTRALIA. Durban, Aug. 15, 9.25 a.m. Wooley and Mead have accepted the invitation to accompany the English team to Australia. The latter is subject to the approval of the Hampshire authorities.	CURRENCY REFORM. GOLD BASIS SUGGESTED. [SHANGHAI SERVICE.] Peking, August 15. H. E. Chen Kam Tao, an old Queen's College boy, has telegraphed to the Ministry of Finance stating that China should adopt the gold currency basis instead of the silver basis at present in existence.
HOME CRICKET. YESTERDAY'S RESULTS. [THE "TELEGRAPH" CORRESPONDENT.] London, Aug. 15, 7.25 p.m. Middlesex beat Yorkshire, Surrey beat Lancashire and Kent beat Somerset.						STAMP DUTY. TO BE ENFORCED. [SHANGHAI SERVICE.] Peking, August 15. The President of the Ministry of Finance has decided to enforce the stamp duty and to appoint H. E. Or Fung Si as Stamp Duty Commissioner.
REUTER'S TELEGRAMS.						EDUCATIONAL SOCIETY IMPEACHED. [SHANGHAI SERVICE.] Peking, August 15. Luk Ting Sun has impeached the Central Educational Society for abolishing the reading of Chinese Classics in elementary schools. His memorial has been shelved.
HOME POLITICS. HOME RULE CAMPAIGN. [SERVICE TO THE "TELEGRAPH."] Durban, August 15, 11.40 a.m. The Liberal Party organization is being prepared to conduct a Home Rule campaign in the autumn. The Master of Elibank has for some time past been getting ready to meet the active campaign which will be waged against Home Rule on the Unionist side. It has now been arranged that the Liberal organisation shall be placed under the auspices of Mr. Winston Churchill, the Master of Elibank and Mr. Robert Harcourt. A small executive committee will be formed of which Mr. Churchill will be chairman, Mr. Robert Harcourt honorary secretary and Mr. Carter Barrington secretary. Mr. Donald Maclean, who is associated with the Liberal headquarters in their new system of establishing Federation, mess throughout Great Britain, is to be honorary treasurer. Until recently he was the principal official of the Free Trade Union. Mr. Walla Carter will also be on a strong literature committee.	THE UNIONISTS. Durban, August 15, 7.25 p.m. The Unionists are actively working up an Autumn Anti-Home Rule campaign. The Unionist Party organisation is joining with the Union Defence League concerning that matter. Numerous meetings will be held and speakers from Ulster will actively participate, in both England and Scotland.	A FIXED BAYONET CHARGE. London, August 15, 3.50 p.m. It appears that the troops were called out at Liverpool because the mob were wrecking property. The mob, who were hiding in courts, threw bottles at the soldiers and injured several. The soldiers then charged with fixed bayonets, afterwards firing several volleys. The number of casualties is not known. 30 arrests were made. General Mackinnon was present. The Liverpool strike committee have declared a strike of all transport workers, including railwaymen.	FURTHER RIOTS. Durban, August 15, 8.40 p.m. This morning a riot occurred in Grathomer Street, Liverpool. Grathomer Street is the dividing line between the Nationalists and Orangemen. The riot commenced through two policemen attempting to arrest a man who was quarrelling with a woman. The neighbours sided with the man and seriously injured the police. They drove back the rifles whereupon the Yorkshires were called out and fired seven volleys over the heads of the rioters before they drove them to their homes. Six soldiers and nine civilians were taken to hospital.	CONFERENCE AT DOWNING STREET. London, August 16, 7.20 a.m. Mr. Asquith presided at a conference held in Downing Street at which Mr. Lloyd George, Mr. Buxton and others considered the whole strike situation and heard the views of the representatives of the employers and men. ANOTHER STRIKE IMPENDING. London, August 16, 7.20 a.m. The Amalgamated Society of Railway Servants have decided to strike throughout the country within 24 hours unless certain of their demands are granted.	CONFERENCE AT BERLIN. [SERVICE TO THE "TELEGRAPH."] London, August 16, 7.20 a.m. It is officially announced at Paris that M. Cambon and Herr Von Kiderlen-Waechter conferred together in Berlin yesterday. They are still seeking a basis on which to open negotiations.	
					THE DURBAR. CANCELLATION RUMOURS UNFOUNDED. [SERVICE TO THE "TELEGRAPH."] London, Aug. 16, 7.20 a.m. Reuter is authorised to state that any idea of cancelling the Durbar arrangements have not been considered for one moment.	CHINESE TELEGRAMS
						CHINA AND MEXICO. [SHANGHAI SERVICE.] Peking, Aug. 15. The Chinese Minister at Washington has telegraphed to the Ministry of Foreign Affairs to the effect that His Excellency has reasons to think that the Mexican Government will not carry out her promise of compensating the Chinese residents who had suffered during the recent trouble in Mexico and that His Excellency is preparing to open negotiations with the Mexican Government about this matter.
	THE STRIKE MOVEMENT. PROSPECTS OF A NATIONAL RAILWAY STRIKE. [SERVICE TO THE "TELEGRAPH."] London, August 15, 2.15 p.m. The newspapers are already discussing the prospects of a national railway strike. The managers of the principal railway companies met yesterday and decided to fight rather than grant the demands of the men without arbitration under the Board of Trade conciliation scheme.	SITUATION IN LONDON. London, August 15, 3.50 p.m. The Port of London Authority has offered to reinstate the strikers provided that they agree to being placed on probation for six months.	PRISON VAN ATTACKED. London, August 16, 7.20 a.m. A Liverpool crowd numbering some 3,000 attacked a prison van which was being conveyed by Hussars. The Hussars first fired on, and then sabred the crowd. There were 20 wounded and one killed.	RIFLE SHOOTING. RANGE OFFERED TO THE NATION. [SERVICE TO THE "TELEGRAPH."] Durban, Aug. 15, 9.25 a.m. An anonymous donor, signing himself "Englishman from beyond the seas" has offered Viscount Haldane £10,000 as a gift to the nation, for the purchase of a rifle range near one of the thickly populated districts in England. The donor emphasises the growing influence of the Empire towards a united action for defence.		The Weather Forecast. 

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000
RESERVE FUNDS.....10,000,000
Silver.....10,000,000
RESERVE LIABILITY OF PRO-
PRIETORS.....\$15,000,000

COURT OF DIRECTORS:
G. H. Medhurst, Esq., Chairman
F. H. Armstrong, Esq., Deputy Chairman
F. L. Loh, Esq., Secretary
G. H. Medhurst, Esq., Hon. Mr. C. H. Ross
G. H. Medhurst, Esq., H. A. Siebs, Esq.
C. S. Gubbay, Esq.

CHIEF MANAGER:
Hongkong—N. J. STABE
Shanghai—H. E. H. HUNTER.
LONDON BANKERS—LONDON COUNTY
AND WESTMINSTER BANK LIMITED.

HONGKONG—INTEREST ALLOWED
On Current Accounts at the rate of 2 per cent.
per annum on daily balance.
ON FIXED DEPOSITS:
For 3 months, 3 1/2 per cent. per annum.
For 6 months, 4 per cent. per annum.
For 12 months, 4 1/2 per cent. per annum.
N. J. STABE, Chief Manager.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is
conducted by the HONGKONG
AND SHANGHAI BANKING CORP-
ORATION. Rules may be obtained
on application.
INTEREST on deposits is allowed,
at 3 1/2 per cent. per annum.
Depositors may transfer at their option
balance of \$100 or more to the Hongkong
and Shanghai Bank, to be placed on
FIXED DEPOSIT at 4 per cent. per
annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
N. J. STABE, Chief Manager.

THE CHARTERED BANK OF
INDIA, AUSTRALIA AND
CHINA.

INCORPORATED BY ROYAL
CHARTER 1855.

HEAD OFFICE—LONDON.
PAID-UP CAPITAL.....£1,200,000
RESERVE FUND.....£1,625,000
RESERVE LIABILITIES OF
PROPRIETORS.....£1,200,000

INTEREST ALLOWED ON CUR-
RENT ACCOUNT at the rate
of 2 per cent. per annum on the Daily
Balances.

On Fixed Deposits for 12 months,
4 per cent.
On Fixed Deposits for 6 months,
3 1/2 per cent.
On Fixed Deposits for 3 months,
2 1/2 per cent.

Wm. DICKSON,
Manager.
Hongkong, 1st May, 1911. [22]

YOKOHAMA SPECIE BANK.

CAPITAL PAID-UP... Yen 21,000,000
RESERVE FUNDS... 16,850,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO. HANKOW.
KOBE. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHOWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIAOWANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of
2 per cent. per annum on the Daily
Balance.

On fixed deposit:—
For 12 months.....4 per cent. p.a.
" 6 ".....3-1/2
" 3 ".....2-1/2
TAKEO TAKAMICHI,
Manager.

Hongkong, 13th March, 1911. [18]

INTERNATIONAL BANK-
ING CORPORATION.

CAPITAL PAID-UP... Gold \$3,250,000
RESERVE FUND.....Gold \$3,250,000
Gold \$6,500,000

HEAD OFFICE—
60 Wall Street, New York.
LONDON OFFICE—
86, Bishopsgate.

LONDON BANKERS:
BANK OF ENGLAND,
NATIONAL & COUNTRY BANK,
LIMITED.

BRANCHES AND AGENTS
ALL OVER THE
WORLD.

THE Corporation transacts every
description of Banking and Ex-
change Business, receives money on
Current Account at the rate of 2 per
cent. per annum on daily balances and
accepts Fixed Deposits at the following
rates:
For 12 months 4 per cent. per annum.
For 6 " 3 1/2
For 3 " 2 1/2

GEO. HOGG,
Manager.
36, Queen's Road Central.
Hongkong, 1st May, 1911. [19]

Banks.

DEUTSCH ASIATISCHE
BANK.

CAPITAL FULLY
PAID-UP.....Sh. Tals 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS—BERLIN.
BRANCHES:

Berlin Calcutta Hamburg Hankow
Kobe Peking Singapore Tientsin
Tientsin Tsingtau Yokohama.

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons.
THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON
AGENCY.
DIRECTION DER DISCONTO GESELL-
SCHAFT.

INTEREST allowed on Current
Account DEPOSITS received on terms
which may be learned on application.
Every description of Banking and
Exchange business transacted.

R. TIMMERSCHIEDT,
Manager.
Hongkong, 16th Mar., 1911. [2]

THE MERCANTILE BANK OF
INDIA, LIMITED.

Authorised Capital.....£1,500,000
Subscribed.....1,125,000
Paid Up.....562,000
Reserve Fund.....325,000

HEAD OFFICE:
40, Threadneedle Street, London, E.C.

BRANCHES:
Bombay. Calcutta. Hongkong.
Kobe. Peking. Singapore. Tientsin.
Yokohama.

AGENTS IN JAPAN:
Messrs. Jardine, Matheson & Co., Ltd.,
BANKERS:

Bank of England.
London Joint Stock Bank, Ltd.
Exchange description of Banking and
Exchange business transacted.

Stocks and Shares bought and sold
on account of Constituents. Letters of
Credit granted on Agents and Corres-
pondents all over the world.

Interest allowed on Current Ac-
counts at 2 per cent. per annum on
Daily Balances and on Fixed Deposits
as under:

For 3 months 2 1/2 per cent. per annum.
" 6 " 3
" 12 " 3 1/2
F. C. MACDONALD,
Acting Manager.

CHINA MUTUAL LIFE INSUR-
ANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

J. A. Wattie, Esq., Managing Director.
S. B. Nelly, Esq., Secretary.
A strong British Corporation Registered under
Hongkong Ordinances and under Life Assurance
Companies Act, England.
Insurance in Force.....\$1,571,650.00
Assets to meet.....\$1,571,650.00
Income for Year.....\$364,071.00
Insurance Fund.....\$2,500,000.00
LEFFERTS RNOX, Esq., District Manager.
R. W. TAITE, Esq., District Secretary.
Hongkong, Canton, Macao and the Philippines.
C. LAWLER, Esq., Inspector, Hongkong.
Advisory Board, Hongkong: Sir Paul Chater, Kt.,
C.M.G., J. P. Hough, Esq., C. J. Lafferty, Esq.,
Hongkong, 21st July, 1911. (15)

WM. POWELL,
LIMITED.

GENTS' OUTFITTERS.

New Ties

New Socks

New Shirts

New Pyjamas

EVERYTHING FOR
GENTS' WEAR.

EXCLUSIVE GOODS.

WM. POWELL,
LIMITED,

28, Queen's Road.
Hongkong, 4th Aug., 1911. [1048]

MEE CHEUNG.
ART PHOTOGRAPHER
HONGKONG.

TELEPHONE NO. 1013.

DEVELOPING, PRINTING & ENLARGING.

Hongkong, 1st May, 1911. [102]

Intimations

REMINGTON TYPEWRITER.

The experience of 35 years is BEHIND IT. The
confidence of the business world is WITH IT. An

over-widening field of
usefulness is BEFORE

IT.

SIEMSEN & CO.,
HONGKONG AND CANTON.

General Agents for the Remington Typewriter Co.
[1080]



General Agents for the Remington Typewriter Co.

For Sight Seeing in an Up-to-date

MOTOR,

RING UP 1030.

THE EXILE MOTOR GARAGE.

Hongkong, 15th April, 1911. [1058]

YOUR GLASSES

should give rest and comfort to your eyes.

If they do and if the mountings are

properly adjusted, they

ARE ALL RIGHT

Do not be satisfied unless they ARE.

There is no comfort in spectacles that

are merely "good enough." They are

either RIGHT

OR ALL WRONG

If in need of changes, adjustments, or

repairs, come and see us at our new

location in York Buildings, between

Kelly & Walsh and Montrose's.

CLARK & CO.

SCIENTIFIC OPTICIANS

YORK BLDGS. CHATER RD.

HONGKONG

3,3

"FELUCCA."

EGYPTIAN CIGARETTES.

MILD-AROMATIC-PURE.

MASPERO FRERES, LTD.,

CAIRO.

TRADE MARK

THE BERNESE ALPS MILK CO

STALDEN (EMMENTHAL), SWITZERLAND.

"No. 10" SCOTCH WHISKY.

BOTTLED AT DUNDEE, SCOTLAND.

Agents: F. BLACKHEAD & CO.,

HONGKONG & OHINA.

981]

WEISMANN, LIMITED.

BAKERS

CONFECTIONERS

CATERERS

RESTAURANTEURS

14, Des Vaux Road Central.

Hongkong, 1st May, 1911. [42]

Public Companies.

HONGKONG AND SHANGHAI

BANKING CORPORATION.

NOTICE is hereby given that the

ORDINARY HALF-YEARLY

MEETING of the Shareholders in

this Corporation will be held at the

City Hall, Hongkong, on SATUR-

DAY, the 19th day of August, 1911,

at Noon, for the purpose of receiving

the Report of the Court of Directors

together with a Statement of Accounts

for 30th June, 1911.

The REGISTER of SHARES of

the Corporation will be CLOSED

from MONDAY, the 7th August, to

SATURDAY, the 19th August, 1911

(both days inclusive), during which

period no transfer of Shares can be

registered.

By Order of the Court of Directors,

N. J. STABE,

Chief Manager.

Hongkong, 2nd Aug., 1911. [1201]

TO-NIGHT! TO-NIGHT!

THE NEW SHOW

CAUSEWAY BAY.

GRAND OPENING NIGHT!

August 16th, 1911.

Hours Open at 8 p.m. Overture at 9.15 p.m.

When the following NEW ARTISTS will make their

FIRST APPEARANCE IN HONGKONG.

COROFOT—FAMILY—THICK—MARRIAGE—FAMILY, EQUESTRIEN-

CYCLISTS, (8 in number) SHIP (1 in number).

A. ALEXANDROFF, FOOT RUGBY, (MILK, MIZE, LADY EQUESTRIENNE)

BRIST, (MILK, MIZE, LADY EQUESTRIENNE)

D. VERGURLOFF, CLOWNS, (MILK, MIZE, LADY EQUESTRIENNE)

LOO HARRISON, CLOWNS, (MILK, MIZE, LADY EQUESTRIENNE)

K. DANILOFF, CLOWNS, (MILK, MIZE, LADY EQUESTRIENNE)

MILK, SONGA, KATGA, E. SONGA, ALBERTA, AUGUSTA,

DANILOFF, BIAUMARHOUS, ELES, FANNY,

NATIONAL and CHAMPION DANCERS.

STADOK FAMILY.

MARBLE STANUARY.

F. MARCISUENKO,

HONGKONG POST RIDER,

with 8 horses.

D. JOSEPH and his wonderful Dogs.

NICOLAS and PIETRO, AQUIL ACROBATS.

LA BELLE GIRD, QUEEN OF MUSIC.

N. BOROWSKY,

and his Magnificent Stud of Hungarian Entire Horses.

PRICES AS USUAL.

MATINEES—EVERY WEDNESDAY AND SATURDAY AT 4.30 P.M.

Children Half-price to all Parts.

Soldiers and Sailors in uniform Second Seats 50 cents, Stall 30 cents.

Booking Office Now Open at ROBINSON PIANO CO.

Special Trains before and after the Performance.

Hongkong, 16th August, 1911. [1235]

S.O.A.E.O.

AUTOGENOUS.....WELDING.

Repair of Boilers and Kells Cutting very quick of iron and steel.

Welding of Boilers Plates and of Broken Pieces.

Apply to 21, PRAYA-EAST, you will save time and money. [1198]

WANG HING, Jeweller.

THE LARGEST COLLECTION OF SILVER WARE IN THE

COLONY.

10, QUEEN'S ROAD CENTRAL. [1097]

"THE BEER THAT'S BREWED TO SUIT THE CLIMATE."

PURITY AND QUALITY GUARANTEED.

O. B.

Can be obtained everywhere in the FAR EAST.

ORIENTAL BREWERY, LTD., Hongkong.

BREWERS AND ICE MANUFACTURERS.

CALDBECK'S

"LIQUEUR"

WHISKY.

EXTRA SPECIAL

FINEST LIQUEUR WHISKY.

CALDBECK, MACGREGOR & CO.

SHANGHAI & HONGKONG

CALDBECK, MACGREGOR & CO.

15, Queen's Road.

Hongkong, 16th Aug., 1911. [63]

OUR

CONTEMPORARIES

What They Think

China Mail.

The White Scourge.

In these days no stone is left

unturned in the widespread move-

ment which has for its ultimate

aim the uprooting of that most

insidious and terrible disease

known by the name of consump-

tion. In late years the growth of

the sanatoria plan in England, to-

gether with the dispensary sys-

tem, has had a marked effect in

restricting the ravages of the

scourge, and it was only recently

that Mr. John Burns, the

President of the Local

Government Board, expressed

the belief that in 25 years

the disease will be stamp-

ed out. But over and beyond

the practical battling with the

complaint, scientific men have

long been engaged in experi-

mental research into the causes

which give rise to and encourage

consumption. Ten years ago a

Royal Commission was appointed

to study the question of the re-

lation between human and bovine

COMPANY MEETING

The Indo-China Steam Navigation Company, Limited.

The following are the proceedings of the Thirtieth Ordinary General Meeting, held at the offices of the Company, 29, Cornhill, E.C.4, on the 13th day of July, 1911, W. Keswick, Esq., M.P., Chairman, presiding.

The Chairman, in proposing the adoption of the report and accounts, said:—

"The directors regret that the promise made last year to endeavour to hold the annual meeting earlier than usual has not been possible of fulfilment, owing to delay in China in rendering final accounts due to causes beyond control, and arising from the changes in the method of rendering accounts, and bringing about greater uniformity in their treatment. In future we may, however, regard an earlier date of issue as assured."

The report, which is in your hands, gives the main features of the working of the company for the year 1910, and it is satisfactory to note the improvement that has taken place in the turnings, and the better position of the company now submitted to you, although the result is not equal to what, at one time, seemed probable. You are doubtless all aware of the financial difficulties that proved so disastrous to business generally in China during a large part of the year, and that although the effects have largely been overcome, the entire evil done has not yet quite disappeared. The return, however, to a better condition of affairs is undoubted, and combined with the outlet found for superabundant tonnage elsewhere than on the coast of China, affords us fair confidence in looking for a return of better times."

There is no need to trouble you with lengthy details of the working of the various lines, but to prevent any over sanguine feeling it is necessary to always bear in mind that we are subject to the keenest competition, and have the same vicissitudes in the Far East that the shipping trades in all parts of the world encounter. We have experience in our favour in the management of the company and devotion to the interests committed to our charge."

The accounts speak for themselves. The amount of depreciation written off the steamers is the same as last year, and the allowance in reduction of the expenses of debenture issues is £1,000 less. The revenue account has been credited with a transfer from the underwriting account of £20,000 and the balance is regarded by the board as more than ample for the risks against which it is provided."

During the year under review we have redeemed £18,650 of our first mortgage debentures in accordance with the terms of the trust deed, and have placed a further sum of £34,800, thus making the amount outstanding at 31st December last, £236,175. This amount, however, has been since reduced by the second drawing of debentures (£18,825) made in February of this year, which are now being paid off. Debentures representing £1,500 purchased in the open market have also been cancelled."

As you already know, the Hip Sang claim for wrongful destruction by a Russian gunboat was decided against the claimant by the Russian Prize Court, and the decision was upheld in the Appeal Court of that country. We had not when we last met received the judgment of the court, but it has since come to hand. It in no way alters the unanimous opinion of the directors that a serious miscarriage of justice, if not worse, has taken place, and we intend to call the attention of His Majesty's Government to the statements of which we complain in the judgment."

We have to refer also to the case of the Pochontas and Lai Sang. During the severe typhoon of 1908, our steamer broke adrift from her moorings in Hongkong harbour and collided with and damaged the steamer Pochontas. The Admiralty Court found against our steamer, but the loss falling on our company will be a moderate one."

Gentlemen, those are the special matters which occur to the directors to lay before you in pro-

posing the adoption of the report and of the accounts. If after the resolution has been moved and seconded you have any questions to ask I shall be most happy, as far as possible, to answer them. I beg to propose "That the report of the directors and the accounts for the year, as presented, be approved and passed."

Mr. H. Beazley: I beg to second the resolution.

The Chairman: The resolution having been proposed and seconded it is now your privilege, if you choose to avail of it, to ask such questions as occur to you."

Mr. R. G. Alford: Mr. Chairman, will you kindly tell us what are the prospects of the present year? We have already passed six months of it, and we hope it is more prosperous than the last, but we should like to know what are the prospects of the first six months of this year as compared with the first six months of last year."

The Chairman: In answer to that question I have great pleasure in saying that the results forecasted up to the end of last month are favourable—I cannot say very favourable, because we do not know the facts fully, but they are satisfactory."

The Chairman: If there are no other questions I will put the resolution to the meeting."

The motion was carried unanimously.

The Chairman: I have now to propose "That a dividend of 5 per cent., being the balance of the preferred ordinary share dividend for the year 1908, and 6 per cent., the preferred ordinary share dividend for the year ending 31st December, 1909, be and is hereby declared payable on the 14th inst."

Mr. E. Beauchamp, M.P.: I beg to second that resolution.

The motion was unanimously adopted.

The Chairman: The next business is the re-election of directors, and I beg to propose "That the retiring directors, Mr. Henry Beazley and Mr. Edward Beauchamp, be re-elected."

Mr. W. Paterson: I beg to second that resolution.

The motion was unanimously agreed to.

Mr. R. G. Alford: Mr. Chairman, I have much pleasure in proposing "That the auditors, Messrs. Purmand, Youngs & Co., be re-elected at the same remuneration as formerly."

Mr. R. H. R. Burder: I have much pleasure in seconding that.

The motion was carried unanimously.

The Chairman: That, I think, gentlemen, completes the business before us."

Mr. R. G. Alford: Gentlemen, I have much pleasure in proposing a vote of thanks to the directors, to the general managers, and to all the servants of the company for their very great labours, and for the satisfactory results which we have seen for the year 1910. Of course, we have not attained the results of some years ago, but we have every reason to thank all those who are concerned with the business—of course we have passed through times of anxiety, every one of us, during the last few years; but we have had confidence in those directing our affairs and, I think, we have been fully justified. I beg, sir, to propose a very warm vote of thanks to the directors, to the general managers in China, and to the officers of the steamers for the results which are shown in this report. (Applause.)

Mr. J. R. Michael: I have much pleasure in seconding that proposition.

The vote was unanimously accorded.

The Chairman: On behalf of the board I thank you very much, gentlemen, for your vote of thanks, and we shall take care that our general managers, and all who are interested in the working of the steamers—the crew on shore as well as those afloat—are made aware of your feeling of satisfaction at the work which they have done on your behalf. There are, of course, uncertain times always before shipping interests, but at the present moment things look on the up-grade—(applause)—and I am hopeful that when we meet next year it will be to congratulate you upon further improvement."

The proceedings then terminated.

FIERCE FIGHT IN CARDIFF.

Rioters Put to Flight.

Another serious riot broke out at Cardiff when a body of strikers, 500 strong, endeavoured to rush the stables where, says the special correspondent of the "Daily Mail," the horses of the Metropolitan mounted policemen were stalled. On a few policemen were on guard in the stable yard, but they managed to close the big gates at the first rush of the mob. Volleys of heavy stones were rained over the wall upon the police, while a few of the crowd tried to climb over into the stables.

So intent were the rioters upon their effects to force an entry that they failed to notice that police reinforcements were being brought up the double. The strikers were completely caught in a trap. A small force of mounted men under Superintendent Olive hemmed them in on one side and a force of fifty men on foot upon the other.

Clearing the Street.

It was the first conflict between the Metropolitan Police and the strikers, and the local men will have cause to remember the battle. The mounted men rode them down, while the foot constables felled them one after the other. Nineteen men were drawn, the police simply hitting out with their fists. I saw one policeman knock down three strikers with three separate blows. The strikers lay on the ground and cried, "Don't hit me; don't hit me."

In the space of about twenty minutes the whole 500 had been put to flight by fifty London policemen.

The police, who had had no sleep for two days, were in no mood to deal with the rioters lightly. Many men crept away with cut faces, only too anxious to get out of the riot. In half an hour the whole street was clear.

This disturbance was followed by pandemonium and riot in other streets. St. Mary's street, the main thoroughfare of the city, was cleared by a truncheon charge by the London police. Three policemen at least were injured by stones and missiles. A shower of stones was hurled upon the policeman from the top of a moving tramway-car, and two of the constables were cut badly upon the face. Glasses, soda water bottles, and jugged tin cans were also thrown.

In one case I saw a long-bladed knife hurled at Constable 30013. It cut deep into his tunic, and a second afterwards a large stone cut his head, and he had to retire to the police quarters for medical attendance.

16,000 Strikers.

In this city, and in Newport, Barry, and their neighbourhoods, there are now no fewer than 16,000 strikers. The three chief ports of South Wales and Monmouth are absolutely idle. No ship comes and no ship goes. This means a loss to the district, so it is estimated, of over £70,000 a day.

Each hour makes the position more grave. A stoppage of the collieries must inevitably follow the strike of seamen, dockers, and other workers at the ports. Already many mines have stopped. Fifteen thousand miners are affected thus at Ebbw Vale, and many thousands more in other districts. The port strike has only to be prolonged to render 150,000 miners in the Rhondda, Aberdare, Merthyr, and Monmouthshire valleys idle.

The authorities have deemed it well to summon the military to the scene. Five hundred Lancashire Fusiliers arrived at Cardiff and marched down to the docks to form an encampment in the long cattle sheds. With 600 police there is thus a force of 1,100 men to suppress rioting. Another 300 troops are at Newport, with 150 more in the Rhondda Valley.

Amazing Spread of the Strike.

Through Cardiff the strike fever has spread in a most amazing fashion. The men's leaders have announced that they will stop work of every conceivable kind in Cardiff, and so far they have gone a long way towards keeping their word. Men, wo-

men, and girls working at all manner of employments have thrown in their lot with the seamen and dockers. Processions of strikers have marched all day round the town and called on fellow-workers to "downt tools." By this means they brought out the men at four big dockside foundries and a wagon construction company's yard. They visited the Taff Vale Railway yard. "Down tools," cried the strikers, and the yardmen answered the call.

One thousand men and girls employed at a great flour mill struck on the dockers' demand. An oil merchant's, a wire-rope works, a box-making mill, a creosote works, a rig and bone mill, two steam joineries, and a contractor's yard, at all of which the number of hands is large, stopped at the summons and swelled the army of strikers.

There have been some exciting scenes in these strike recruit marches. At a brewery in Penarth-road the strikers crowded into the yard and raided two vans containing mineral water. They would not leave until 150 men and 120 girls joined them. Farther on bottles were thrown through the windows of a mineral-water factory, and the men shouted, "Send the girls out to us." The girls came out, while the men raised cheers to welcome them.

200 Tooted Chinese Laundries.

It was stated that the Shipping Federation would be prepared to recognise the Seamen's and Firemen's Union. The previous refusal of the employers to recognise the union was one of the causes of the strike. It is claimed, however, that the grievances of other workers should be remedied.

A tour round the Chinese quarter showed the great amount of damage done in the midnight raids upon the Chinese laundries. Twenty odd laundries were broken into and looted during the night, and each one looks as if a cyclone had struck it. Every square inch of glass in the windows was smashed to atoms, the shop counters broken, the furniture smashed, and the laundry clothes and bags of starch cast into the roadway. In most cases the tills were forced open and the money thrown into the street. Bags of starch were used as missiles against the police. The damage to glass alone amounts to £600. Fearing further attacks, the Chinese lodging-house keepers have barricaded the fronts of their premises with sleep iron and boards.

Five separate fires occurred in the docks district. All were quickly subdued, and the outbreaks are not ascribed to the strikers.

DEATH OF DR. ADLER.

The Chief Rabbi's Long and Notable Career.

We regret to announce that the Very Rev. Dr. Hermann Adler, Chief Rabbi of British Jews, died at his residence, 6, Craven-hill, Bayswater, at seven o'clock yesterday morning, July 19, in his 73rd year.

Throughout the day many sympathisers called and numerous telegrams and messages of condolence were received. The interment took place at noon the next day at Willesden Cemetery. The cortege left the Bayswater Synagogue at eleven o'clock. A special memorial service was held in the great Synagogue, Aldgate, on Wednesday at 5.30 p.m.

Dr. Adler was the greatest Hebrew minister in the world. Most of his life was spent in this country, to which he came in childhood from Hanover, the home of his ancestors. A man of wide and varied knowledge, he lived among piles of books; his activities were great, his sympathies were not bounded by his race, and in the religious and philanthropic and social work of London he filled a large representative space.

This was fully acknowledged on his 70th birthday, when King Edward and representatives of various Churches and communities sent him messages. From Oxford he received an academic honour, and he was created a Commander of the Victoria Order.—"Daily Mail."

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THE MAINE.

After thirteen years it has been finally ascertained, says the "Globe," that the Maine was not, after all, destroyed by a Spanish mine. Now the wreck of the Maine was the immediate cause of the Spanish-American war, and there are many who argue that had the modern system of limited arbitration treaties, as founded by Lord Lansdowne, existed thirteen years ago the war might well have been avoided. We wish we could share this hopeful view, but there are certain very formidable objections to be got over. First comes a purely technical difficulty. The Maine's magazines exploded by spontaneous combustion. The disasters to the "Terror" and other vessels have proved that spontaneous combustion can occur with modern explosives. In 1898, however, such an accident was held to be impossible, and an Arbitration Court could scarcely have settled the point. Waiving this, however, would the case have ever gone to arbitration at all?

It must be remembered that the American Senate maintains its rights in regard to foreign affairs, and we are of opinion that in the excited state of feeling which prevailed in America in 1898, the Senate would have decided against judicial procedure. That goes to the root of the matter. Even if a treaty provides, as no American treaty has yet done, for automatic arbitration, public opinion may become uncontrollable. Finally, we doubt whether a reference of this particular matter to the Hague would have changed the course of history.

The conflict between Spain and America sprang from deeper divisions of opinion than that created by the disaster in Havana harbour. It resulted from the direct clash of national interests, and only war could determine the issue.

SPEED LIMIT FOR MOTHERS-IN-LAW.

Magistrate McGuire, in the Flatbush Police Court, says the "Express" New York correspondent, has fixed ten days as the limit for the visit of a mother-in-law to a newly married couple.

This ruling was made in the case of Mrs. May Cole, a young and pretty bride, who summoned her husband's mother for disturbing the domestic peace. Mr. Cole occupied a back seat in the Court, and did not have anything to say during the hearing of the case. "She came from Boston," said the bride, "and took charge of everything. She broke all our rules and made new ones. She told us how they did things in Boston, and said that was the only way."

"How long have you been here?" asked the magistrate of the elder woman.

"Ten days," replied the mother-in-law.

"Ten days should be the limit for the visits of all mothers-in-law," said the magistrate. "While mothers-in-law are a more or less necessary institution, they become nuisances through failure to use discretion. Mothers-in-law are constitutionally dictatorial. It seems to be their peculiar function to dominate and to tread upon the feelings of their daughters-in-law."

"Mothers-in-law would be better appreciated if they confined most of their intercourse with their children's families to postcards and notepaper. I advise you to take the first train home to Boston."

The mother-in-law promised to do so and left the Court alone, while the bride, looking radiant, departed with her husband.

Intimations

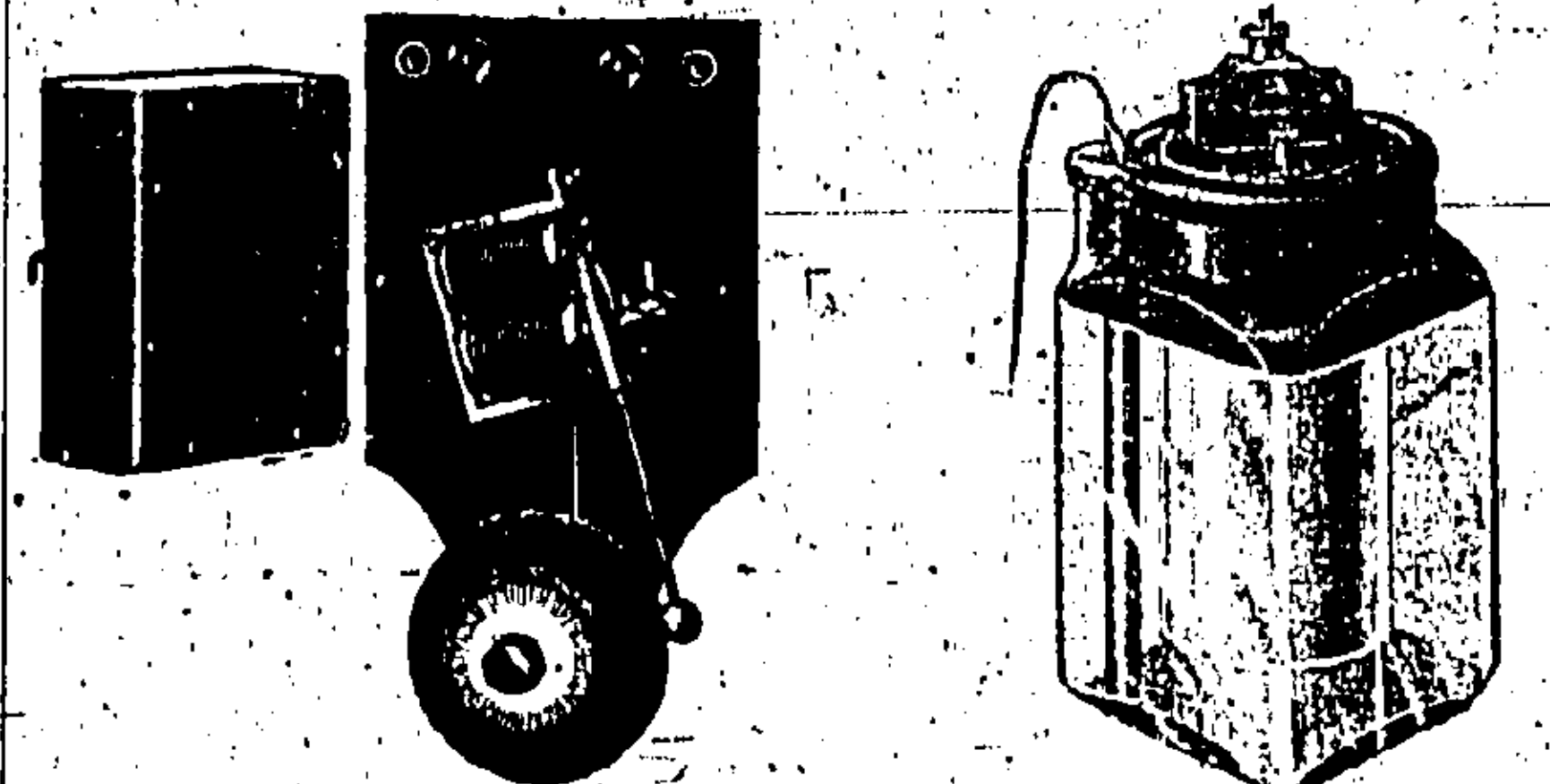
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\$40							
Y14.95	Mukden (").....Lv.			1.50 p.m.	"	"	"
Y11.50	Changchun (").....Lv.			2.05 "	"	"	"
R 9.60	(Russian Train).....Lv.			8.30 "	"	"	"
	Harbin (").....Lv.			*9.10 a.m.	Mon. State Ex- press for Moscow	Thurs. Wa- gon Ex- press for St. Pet'g	Sat.

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SOUTH BOUND.

Connecting at Harbin with				State Ex- press from St. Pet'g	State Ex- press from Moscow	Wagon Ex- press from Mos- cow
R 9.60	Harbin (Russian Train).....Lv.	11.20 a.m.	Mon.	Wed.	Fri.	
	Changchun (").....A.r.	8.25 p.m.	"	"	"	
Y11.50	(") (S.M.R. Train).....Lv.	10.30	"	"	"	
	Mukden (").....A.r.	5.10 a.m.	Tues.	Thurs.	Sat.	
Y14.95	Dairen (").....A.r.	8.25	"	"	"	
	Steamer	1.30 p.m.	"	"	"	
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Hongkong, 23th June, 1910.

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C. 5th edition. Western Union.

The Hongkong Telegraph.

HONGKONG, WEDNESDAY, AUGUST 16th, 1911.

PAYING THE PIPER.

When Mr. Gershom Stewart spoke about Hongkong, in the House of Commons, on the Colonial Estimates debate he dealt with a subject with which he was perfectly acquainted. On the opium question Mr. Stewart has said that which has been in the minds of many: "When you stop the trade with India you will not stop the consumption of opium." It was said during the controversy on the licensing bill of 1906 that people could not be made sober by Act of Parliament. If they could, any rational-minded man would welcome legislation to that effect. The same applies to opium; it cannot be expected that the difficulty in attaining the, what is to the smoker, delightful state of stupor, will cause him to give up this particular form of enjoyment. We use the word enjoyment advisedly, for the opium smoker smokes because he likes it; because it gives him a certain sensation for which the desire is ever keener. Taking the question from another point of view. Under the influence of the drug the man is incapable of breaking the public peace. The only harm that he can do is to himself, through the after effects of his indulgence. Now, as Mr. Stewart pointed out, and rightly so, a substitute will be found for opium. Already morphine and cocaine have figured in the import lists of this Colony and while we do not anticipate a general reversion to these drugs as substitutes, on account of the prices, and facilities of governmental control, we must admit that there is more than a peculiar significance in the appearance of these articles in the Colony. Our concern however is not with the "artistic" forms of "dope" but rather to that medium for indulgence, which comes most readily to hand—alcohol. Already in the Malay States there have been numerous editorials, in the press, emphasizing the fact that the native, robbed of his opium, is taking to drink. They have proved that one way or another the people are going to satisfy certain of their cravings, and it remains for the governments to decide which it shall be. Shall it be the soporific opium or maddening alcohol? Are we in our endeavours to reform China's morals on the make-haste principle, merely substituting worse for bad? We leave it to any sensible-minded man, a man without a twist in his brain, confident that of the two evils, drink is worse. From the revenue point of view, the treatment of this Colony by the Home Authorities savours of the highest form of political drugging. There are no voters here to be conciliated, no seats in the House of Commons to be won for either side, and that House makes the laws, and agreements which bind Hongkong while this Colony foots the bill. Hongkong may not call the tune, but it can have the privilege of paying the piper out of a purse that is plundered yearly by an excessive military contribution, five times as big, in proportion, as that of Ceylon, and now the Colony is to lose a big asset in the opium trade which has produced in revenue from one to two million dollars per annum. It is granted that compensation is being given, but by no stretch of imagination can a capital sum of £33,000 be considered adequate compensation for the loss of £100,000 per annum. That is what the opium agreement ultimately brings about, supposing both parties actually do carry out the terms of the agreement. We have dealt with this supposition in no unmistakable manner; we have at present seen no grounds for altering our opinion that the Anglo-Chinese agreement will be kept by only one party and that will not be China. We have seen huge sales of uncertified opium in excess of the certified product, and we have it on the best authority that it is being imported into China and a larger profit made, than on the authorised article. This drug could not be sold unless there was a demand. If you stop the supply the demand does not cease automatically; it rather requires a substitute which will, we feel certain, take the form of morphine and cocaine for the rich, and raw spirits for the poor. While the intention at the back of this attempt at compulsory reform of human nature may be excellent; it must fail. Queen Elizabeth could not make people go to church by Act of Parliament, and we really fail to see how legislation, which stops a supply, can hope to stifle the demand. Mr. Gershom Stewart hit the right spot in his remark which we quoted above and this further sentence of his is also worthy to be written above the portals of governments both here and at home. "By violent political action, you cannot change human nature" and the Chairman is quite as human as the Occidental.

DAY BY DAY.

There is no man suddenly either excellently good, or extremely evil.

To-day was a "blank" day at the Supreme Court.

There were no cases of plague reported during the 24 hours ending noon to-day.

Two conservancy boats were capsized in the harbour this morning by a sudden squall.

A telegram was received in the Colony yesterday, stating that "Langkats" would again pay a quarterly dividend of 1.50 tins per share.

The engagement is announced of Mrs. Emil S. Fischer, of Trenton, to Miss Alice Moore, of London, daughter of the late Mr. and Mrs. Lewis Moore, who were well known residents of Shanghai.

The total output of the Chinese Engineering and Mining Company's three mines for the week ending 29th July, 1911, amounted to 34,252.61 tons and the sales during the period, to 24,025.98 tons.

Fell Down the Hold.

Yesterday a sad accident occurred on the S. S. On Sang. A Chinese coolie assisting in the discharge of the cargo, fell down the hold sustaining a compound fracture of the thigh.

World's Largest Liner.

Admiral Togo's new two-riveted on Wednesday into the new Commander Aquitania, now building on the Clyde, which will be the largest liner in the world.

Sir Arthur Young.

The date when Sir Arthur Young will leave Kuala Lumpur is not settled. He will not go to Singapore until his commission arrives, and it is not certain when this will be received, says the "Malay Mail."

The Japanese Emperor.

The Vienna "Allgemeine Zeitung" learns that the Emperor of Japan intends to pay an official visit to the Chinese Court either this year or in the first half of 1912.

The journal adds that the object of this, the first foreign tour that any Japanese Emperor has undertaken, will be to strengthen Japanese influence in China and induce the Chinese to accelerate the reformation of their country. —Reuter.

Death of Lieut. P. A. Stillwell.

The death is announced of Lieut. P. A. Stillwell, 77 Battery R.F.A., who died of enteric fever in Quantonment hospital at Allahabad. The deceased officer was well known and very popular in sporting and social circles.

Mr. A. W. Bailey.

The friends of Mr. A. W. Bailey, assistant district judge and second magistrate, Pongau, who left for home some weeks ago on sick leave, will be glad to hear that, according to private cable advices received from London, he has been successfully operated upon for appendicitis.

Dr. Lionel Street.

Doctor Lionel Street, late medical director for the Far East, for the Equitable Life Assurance Society of the United States, arrived in Singapore several days ago, and called on the Nungtung for Bangkok, where he intends to take up the practice of his profession.

Rains Hurt Sugar Crops in Visayas.

Manila sugar dealers have received advices to the effect that the sugar crop of Occidental Negros has been seriously damaged by the unusually heavy rains which have been in effect there, and some predict that next year's crop will fall far short of the customary output.

Borneo Governor's Retirement.

The Acting Governor of North Borneo is advised by cable from London that His Excellency E. P. Gueritz has resigned, and will retire on pension at the expiration of his present leave. Mr. Gueritz will be succeeded as Governor by Mr. Francis Robert Ellis, O.M.C., late Auditor General, Ceylon, who will take up his new appointment during December.

SEQUEL TO THE NAPH-
THA EXPLOSION.

Case in the Courts.

This afternoon Mr. J. R. Wood laid before him a boatman who was charged with unlawfully having a fire on his licensed junk which was being loaded with dangerous goods, namely kerosene oil, on the 14th inst.

Inspector Langley prosecuted and Mr. Shenton appeared for the defendant.

At the previous hearing evidence was given to the effect that prior to the explosion, sparks had been seen coming from the galley of the junk, of which the defendant was in charge and which was the one involved in the fire.

P. C. Eastley gave evidence to the effect that he was on duty on the Satsuna at the time. He had just come alongside that vessel and was putting a rope from the police launch to the gangway when the explosion occurred.

Mr. Wood: Did you know that there was a fire on the lighter before the explosion occurred?

No.

What was your duty?—To see that no fire was on board the ship or the lighter while it was being unloaded.

Mr. Shenton: If there were a light in the galley you would have seen it?—Yes.

The Wharf Company provides a

specimen sump some distance from the lighter for the men to cook their chow on?—I did not see it on Wednesday.

Inspector Langley was asked by Mr. Shenton: I believe the Wharf Company take special precaution when transshipping naphtha. They have a sump some distance from the lighter on which the men can cook their food?—All companies do.

That is done for the special purpose of avoiding having a fire upon the lighter?—They are not allowed to have a fire on the lighter.

There is no objection to the sump smoking in the stern of the ship?—No.

Mr. Wood: The stern of which?

Mr. Shenton: The Satsuna.

Inspector Langley: Unless they were working at the after hold.

Captain Unsworth said that the defendant had complete instructions not to have a fire on the lighter of any description.

Mr. Wood: The consequence of the explosion was that the lighter and the cargo were a total loss?—Yes.

Continuing witness said that it was unlikely that the defendant would have a light on board his boat. It was not now business to him; he had any amount of experience.

Mr. Wood: You are inclined to attribute the explosion to something else?—Yes.

Can you suggest any other cause?—Spontaneous combustion.

Witness also thought it might have been caused by cigarette smoking, for at quite an appreciable distance away the fumes could take flame from a cigarette. The case was proceeding as we went to press.

GOVERNMENT
HOUSE.

There will be an official dinner at Government House to-night, at 8.15 o'clock, to which the following have been invited:—

Mr. C. Blaker, Mr. C. Browne, Mr. and Mrs. Sutherland, Mr. and Mrs. Sandercock, Mr. and Mrs. M. Hancock, Dr. and Mrs. Hastings, Colonel Evans, Mr. and Mrs. van Rosse, Mr. Gordon McKie, Mr. and Mrs. Gedgo, Mr. Figg, Mr. and Mrs. Stephens, Captain and Mrs. Thompson, Mr. and Mrs. Wood, Dr. Aubrey, Mr. and Mrs. Chatham, Mr. W. H. Chatham and His Excellency's house party, including General and Mrs. Anderson and Mr. and Mrs. Brewin.

THE SANITARY BOARD.

Yesterday's Meeting.

A meeting of the Sanitary Board was held yesterday afternoon when Mr. E. D. C. Wolfe presided. Those present were:—Col. Bedford, Mr. A. W. Brawn, Hon. Mr. Chatham, Dr. Fitzwilliams, Mr. Liu Chu Pak, Dr. Hartley, Asst. M. O. H., Dr. F. W. Clark, M. O. H., and Mr. Bowen Rowlands, secretary.

Public Conveniences.

The president in introducing his minute relative to the public latrine accommodation said that there were two matters included in the recommendations for the P. W. D. for the ensuing year. They were, the training of mullahs, and the provision of latrine accommodation in Victoria and Kowloon. He had written rather a lengthy minute on the latter subject, which gave them the extent of the work done and the details since 1909 and also of the proposals coming from various sources such as the Sanitary Board and the Public Works Department. He had summarised it by suggesting recommendations as to what should be included in the estimates for 1912, and he thought that as there were no works in progress at the present moment and as there were some funds in hand, latrines should be provided in cases which he had mentioned.

Mr. Liu Chu Pak seconded the proposals contained in the president's minute and the Board adopted them.

The president mentioned that the cost of the programme which he had outlined would be about \$12,000. For some reason that was unknown to him the vote this year had been reduced.

The Kowloon Stables and the Dog's Home.

Correspondence was submitted relative to the plans for the erection of the proposed stables near the disinfecting station, Kowloon.

The Hon. Mr. Hewitt minuted:—What effect will this have on the Dog's Home?

The president said that the stable already encroached on a portion of the Dog's Home and it would be necessary to rebuild a portion of the kennels. The plans provided for the accommodation of twenty-eight cattle and quarters for drivers.

Col. Bedford proposed the adoption of the plans subject to additional ventilation being provided in the cooler quarters. The resolution was carried.

The War on Rats.

The rat returns for the week ending August 5th showed that 1,825 rats in all were caught, 1,497 in Hongkong and 328 in Kowloon. Of this number only seven were found to be infected.

The Death Rate.

The mortality returns for the week ending July 29 showed that the death rate for the Colony was 26.3 as against 25.5 for the corresponding week last year.

The Analyst's Report.

The Government Bacteriologist and Analyst, reporting on the samples of water submitted from Pokfulam, Tytan and Kowloon reported that in each case the filtered water was quite potable.

Mr. Shelton Hooper's Place.

At the conclusion of the business on the agenda the President said that owing to the resignation of Mr. Shelton Hooper it was necessary to fill his place on the committees on which he sat. He made the proposal that Dr. Fitzwilliams should fill the vacancies that had been created.

Dr. Fitzwilliams thought that the M.O.H. should take the vacancy on the lodging house committee, but agreed to fill all the vacancies.

The Registrar General seconded the president's proposition, which was carried.

DISCHARGED.

Three men were charged at the Magistrate to-day with being rogues and vagabonds, and with being in possession of offensive weapons with intent to commit a felony. The case was heard by Mr. Wood.

Sergeant Wills said that he saw the men near the Kowloon Post Office last night at about half-past nine. He arrested two of them and the third pulled out a dummy revolver and threatened the officer. Sergeant Wills told the man with a stick and took all three to the station.

The men's master spoke as to their good character and they were discharged.

THE LIQUORS CASE.

Full Court's Judgment.

The Full Court delivered judgment yesterday afternoon at the Supreme Court in the case in which Messrs. H. Price and Company, Limited, wine and spirit merchants, of No. 12, Queen's Road Central, sued the Attorney-General, Hon. Mr. C. G. Alabaster, for the recovery of the sum of \$1,050.38, being the amount of certain liquor duties paid in excess of the proper sum. Hon. Mr. H. E. Pollock, K.C., instructed by Mr. R. F. C. Master, of Messrs. Johnson, Stokes and Master, appeared for the plaintiff and the Attorney-General, instructed by Mr. F. B. L. Bowley, Crown Solicitor, appeared in his own defence.

The joint decision of the Court was to the effect:—

The plaintiffs Messrs. Price and Co., Ltd., had at that time a certain quantity of liquors in bond, and when they took them out after the resolution of March 18th, the Government claimed a surcharge customs duty, which they paid under protest, and this amount they now sought to recover. Some argument arose as to the meaning of the word "hereafter" in the body of the resolution which appears in the section, but the judges were of the opinion that the question did not really arise. For if anything did in fact turn on it, if there were involved in it any substantive provision, they would be compelled to hold that the terms of the resolution were pro tanto ultra vires, because the Council cannot legislate by resolution. The more accurate form of the resolution should have been "Resolved that the tariff of duties in section 3 (1) be altered as follows:—The Council had no power to do anything more than alter the duties. If therefore any virtue could be ascribed to the omission of the word "hereafter" in the resolution, or to the actual words used in the resolution, it is irrelevant and therefore it is unnecessary to consider the law as to the retroactive effect of legislation in this connection.

The effect of the resolution therefore was to impose a new scale of import duties as from the date of the adoption of the resolution. They had therefore merely to construe section 3 (1) as it operated after that date. It was necessary however to consider the meaning of "hereafter" in section 3. All legislation in the future, the word is really superfluous except in so far as it might clear up any doubt as to the meaning of "imported" which being a past participle might possibly be construed to mean that the duties were to be levied on liquors already imported although this would obviously be impracticable.

Now with regard to imported liquors the duty was to be paid before the removal of them from the ship in which they were unless they were placed in bond or transhipped, or before their removal from bond if they were placed in bond on arrival. The words "in bond" express concisely the fuller expression used in the sub-section. From this review of the ordinance it was almost inevitable that stress should be laid in the argument on the use of the word "imported," more especially as there was a definition of both "import" and "export" in the interpretation clause. Putting the definition on one side for the moment what is the meaning of "import?" It is to bring in goods for use in the Colony. In a free port the word has no special meaning but directly you have customs duties imposed "importing" means to bring in for use in the Colony after paying duty. Goods are not fully imported until they have paid duty, the King's or bonded warehouse is a sort of non-inland, a transition stage long established for the benefit of the merchant and it should be added not without a very direct benefit to the Government.

The fact was that neither grammatically nor legislatively were the introductory words in sub-section 2 essential to its sense; they were words of repetition, which take up the thread of the law, which has been broken by the parenthesis of the tariff; they might have come before the tariff, and the sense would be the same. Now they may take the last step and introduce into the section the definition of "import." The result is merely to expand the sentence thus "there shall be paid upon intoxicating liquors brought or caused to be brought into the colony and the waters thereof by sea the following duty, payable either before the removal of them from the ship in which they are so brought into the colony and the waters thereof by sea or on removal from bond." They were therefore of opinion that the fundamental principle laid down by the Privy Council applied to this case, and completely met the plaintiff's argument; that principle, is that "the imposition of the duties is contained only in the direction for their payment," that is in sub-section 2 and "there are no words which render the liquors liable for the duty or make the duty attach at any date prior to payment," and secondly "the duties are payable either when they are removed from the ship or when they are taken out of bond." The effect of the first sentence of sub-section 2 was to repeat and carry on the words which describe the subject of the duty in the first sentence of sub-section 1—it was descriptive and not legislative, and would in fact have been omitted if the schedule had been placed at the end of the section. They were of opinion that the plaintiff's case failed and that there must be judgment for the defendant with costs.

Mr. Pollock asked for a stay of execution to enable them to consider their position.

This was agreed to.

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This was agreed to.

COMPANY REPORT.

The United Asbestos Oriental Agency, Ltd.

The following is the general managers' report for presentation to the shareholders at the fifteenth ordinary annual meeting of the above named company.

The general managers have the pleasure to lay before the shareholders the accompanying statement of accounts for the year ended 31st May, 1911.

Accounts.

The balance at the credit of profit and loss account, after making allowance for bad and doubtful debts and including \$471.43 brought forward from last year, is \$8,154.29, which it is proposed to appropriate as follows:—

To pay a dividend of 15 percent on ordinary shares	\$5,940.00
General managers' remuneration	2,000.00
Carry forward to new account	214.29
	\$8,154.29

Auditor.

The accounts now present have been audited by Mr. W. Hutton-Potts, who, being eligible, offers himself for re-election.

DODWELL & Co., Ltd.

General Managers.

FILIAL RESPECT.

Yesterday a man and a boy reported that a child was missing, at the Central Station. At the same time other relatives of the missing boy laid similar information at the West Point police station and messages were circulated round the city to the other stations. Detectives were told off to watch the Chung Chow, Aberdeen and Macao launches while the grandfather of the child also took upon himself to watch the first named. While he stood at the gangway he saw a woman come on board with two children, one at her breast and the other on her back so covered up that the old man could not see the child's features. He could not see the child but the boy could see him. He greeted his venerable relative with "Hello, drunken grand-father."

The latter did not interfere with the woman at once but allowed her to go on board. She told the ticket collector that she wanted to go to Aberdeen and was informed that she was on the wrong boat. The child at the back started shaking his head and got free of the covering and was recognised by the grandfather who went to claim the youngster. The woman tried to escape, but was arrested by an Indian sergeant. To-day she was brought up at the Magistracy and remanded.

HONGKONG GYMKHANA CLUB.

Programme of the Fourth Meeting.

The programme of the fourth meeting of the season in connection with the Hongkong Gymkhana Club has come to hand. The event will be held on Saturday afternoon, and should the weather prove fine good sport should be witnessed. The following is the list and particulars of the events:—

3.30 p.m.—Five Furlongs Flat Race.—For subscription griffins of any season which have not won at this season's Club gymkhana and have not run in the Gymkhana Stakes at this season's gymkhana. Weight for inches per scale. Jockeys who have won more than 3 official races in Hongkong, Shanghai or Tientsin penalised 5 lbs. Entrance fee \$5. First prize presented; 2nd prize, \$25. (Entrance fees to go to winner.)

2.50 p.m.—Gymkhana Stakes.—Value \$100. Distance one mile. For all China ponies. Catch weights at 104, 6 lbs. Winners of an open race or open griffin race or ponies that have won the aggregate prize in any season 5 lbs. extra. Non-winning subscription griffins allowed 5 lbs. Jockeys who have won more than 3 official races in Hongkong, Shanghai or Tientsin penalised 5 lbs. A cup called the Gymkhana Cup will be presented at the end of the season, to be won by the pony scoring most marks in the races for the Gymkhana Stakes during the season, counting 1 point for a first, 2 for a second, and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the race, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Such 2 lbs. to remain deducted until he wins again, when he will carry the full penalties without deduction; penalties accumulate up to 15 lbs. Entrance fee \$5. 2nd prize, \$25. (Half entrance fees to go to winner.)

4.10 p.m.—Tent Pegging in Sections of Three.—Open to terms, mounted on China ponies, and composed of any three members of the Gymkhana Club. Three small cups to be presented to the winning team at each competition, and at the conclusion of the set a trophy will be given to the team which scores the highest aggregate of points, all meetings included. In competing for the small cups a competitor need not necessarily represent the same team on each and every occasion, but if competing for the aggregate trophy he can only represent one team during the season, that is to say, he must continue to compete for the team first selected by him and for no other. To provide for sickness, absence from the colony, or for improvement of a team, new members may from time to time be introduced into a team, but in order to win the aggregate trophy two at least of the members composing the winning team must have competed in not less than three competitions. Entrance fee \$1 each man each gymkhana.

The Committee of the Gymkhana Club will appoint a judge, who will judge this competition throughout the season and whose decision shall be final. In the case of illness or absence of any judge appointed, the committee shall appoint a substitute.

4.50 p.m.—Three Quarter Mile Flat Race Handicap.—For all China ponies. Jockeys who have won more than 3 official races in Hongkong, Shanghai or Tientsin penalised 5 lbs. Entrance fee \$5. First prize presented; 2nd prize, \$25. (Entrance fees to go to winner.)

4.50 p.m.—Ladies' Nomination.—Three furlongs scurry.—For China ponies, subscription griffins of any season and bona fide ponies certified as such by the Secretary Hongkong Polo Club and which have been regularly played prior to the 18th June, 1911. Catch weights 152 lbs. Winners of races including

on off-day and at all gymkhana of this and previous years of one race 7 lbs. extra, of two races 14 lbs. extra and of three or more races 21 lbs. extra. Jockeys who have won more than 3 official races in Hongkong, Shanghai or Tientsin penalised 5 lbs. Ponies to be nominated by a lady.

When entering for this event competitors are requested to give lady nominator's name also particulars of races won by pony (if any).

Entrance fee \$5. First and second prizes presented by the Gymkhana Club.

5.10 p.m.—One and a Quarter Mile Flat Race Handicap.—For all China ponies. Jockeys who have won more than three official races in Hongkong, Shanghai and Tientsin penalised 5 lbs. Entrance fee \$5. First prize presented; 2nd prize, \$25. (Entrance fees to go to winner.) Entries close to-day at 7 p.m.

THE BOMB OUTRAGE.

Letter from Admiral Li Chun.

(The "Telegraph" Correspondent.)

Canton, August 15.

On the evening following the perpetration of the recent outrage, Admiral Li Chun wrote a letter in bed and asked his staff to have it delivered to the Viceroy. The contents of the letter were that H.E. Admiral Li was confident that the shop-people in the tailor's shop, where the bomb was thrown, had nothing to do with the outrage. His Excellency further stated in the letter that the shop where he had taken shelter during the fight with the anarchists, should be commended and his soldiers and chair-coolies, who had received injuries as a result of the throwing of the bomb, should be medically treated. The bodyguards and soldiers who took part in the fight should be rewarded and the assassin arrested by the Police should be forced to betray all his accomplices, and an enquiry should be instituted into the number of people accidentally killed by the bomb.

AN ARMED ROBBERY.

An armed robbery is reported from Kowloon City. Last night it was reported to the police and detectives sent out. C.Y. 236 saw a man carrying a parcel and made after the man. As he saw the policeman approach he dropped his parcel and bolted. The Chinese constable gave chase and followed him for three-quarters of an hour. He was practically exhausted at the time but being near a village he blew his whistle. A villager heard it and gave chase to the runaway and succeeded in capturing him and handing him over to the police.

At the Magistrate's to-day the man was sent to prison for six months, with four hours' stocks.

SCARE IN CANTON.

A Panicky People.

(The "Telegraph" Correspondent.)

Canton, Aug. 15.

At 6 p.m. yesterday, there was quite a commotion in the vicinity of the South Gate of the City and in front of the Canton Prefect's Yamen. The shop-people hastily closed their doors and the pedestrians mistook the action as a sign of another rising and fled in all directions. The police were unable to maintain order and blow their whistles violently. The disturbance soon spread to the vicinity of Admiral Li Chun's Yamen. The soldiers, thinking it was a rush of the anarchists, were prepared for a fight in the compound. As they saw no signs of trouble, they returned to their barracks quietly. The cause of the trouble was that while an Army Officer, who had committed a serious crime, was being taken to the execution ground in chains by way of the South Gate, the people in the streets mistook him for the assassin of Admiral Li Chun. Many of the people were eager to catch a glimpse of the condemned man and rushed about to find him. The thrush of the people and throng of soldiers caused the belief that another rising had taken place.

ALLEGED ANARCHIST ACQUITTED.

Shop-Keepers Compensated.

(The "Telegraph" Correspondent.)

Canton, August 15.

After the arrest of the master of the tailor's shop in connection with the recent outrage, the prisoner was removed to the Namhoi Magistrate's with fettered hands. The Magistrate held the trial in his Chambers. The prisoner's son and his staff were summoned and questioned. The evidence given by them greatly supported the innocence of the accused and consequently he was discharged. Early next morning, the Tao-tai of the Constabulary asked the Namhoi and Pan U Magistrates to go round to the shops in the vicinity of the outrage and make enquiries into the damages sustained. Afterwards, compensation was paid to the shops and to the stall-holders.

Bishop of Gloucester.—Perhaps parents were a little hard on children in the old days; but there no longer nowadays a that the great idea should be that children should always have a good time?—At Church House.

HONGKONG LEGISLATIVE COUNCIL.

The Hon. Mr. H. B. Pollock, K.C., has given notice of his intention to ask the following questions at the meeting of the Legislative Council to-morrow afternoon:—

1. Will the Government lay upon the table a printed paper containing a progress diagram, showing the work done on the Typhoon Refuge up to the 30th June, 1911, and will the Government thereafter lay upon the table a similar paper showing the progress made during each successive period of six months?

2. Will the Government explain why the work on the Tsui Shu Tsai Market is proceeding so slowly? When will the Market be ready for use?

3. What information can the Government give to the Council with reference to the prospects of the erection of a Wireless Telegraph Station on an island of the Franch Group?

4. What information can the Government give to the Council with reference to the prospects of a Wireless Telegraph Station being established in this Colony? Has the Government of this Colony or have the Home Authorities on behalf of the Government of this Colony entered into any and what engagements with any and what authority, corporation, company or firm with reference to the erection of such station?

THE RAILWAY AGITATION.

Authorities Alarmed.

(The "Telegraph" Correspondent.)

Canton, Aug. 5.

The Tao-tai of Constabulary has written to the Canton Press Society regarding the opposition to the nationalization of railways by the people. In the letter, the Tao-tai says that H.E. the Viceroy has obtained advice of the approval of Pak Hin and Kong Wun Sun, two representatives of the Szechuan Protection of Railway Society. In the opinion of the Viceroy, the object of their presence in Canton is to mislead the people. H.E. the Viceroy had also heard of the meeting which was to have been held in Hongkong in their honour yesterday, and the inflammatory speeches to have been delivered during the proceedings. H.E. the Viceroy fears that as Canton has just assumed its former state of tranquillity, the minds of the people are susceptible to the wiles of mischief-makers and that the slightest incitement will cause a breach of the peace. H.E. the Viceroy has, besides, instructed the Tao-tai of Constabulary to inform the Press Society, not to comment on the nationalization of railways or to publish articles on the subject and the Tao-tai is required to find out whether any meeting concerning this question had been held or any letters delivered in Canton and in the interior and, if so, this malpractice should be suppressed by the local authorities.

TEA.

A good deal has been said recently of the increasing prosperity of the tea industry of India and Ceylon. On the subject of China tea not so much has been heard, but a reference to the Board of Trade returns will show that the consumption of China tea in this country for the first six months of this year was nearly 7,000,000 lb., as against 5,000,000 for the corresponding period of 1910, the declared value being £138,000 against £87,000. In this connection Mr. C. Lawrence, secretary of the China Tea Association, writes: "The new season's China teas, which are now coming by every vessel from the Far East, are fully up to the samples which have been highly approved in the London markets. The flavour and fragrance for which China teas have been celebrated are fully maintained in this season's crops."—(L.C.O. Express.)

TEBONG RUBBER CO., LTD.

For the purpose of confirming resolutions passed on July 25, an extraordinary general meeting of shareholders of the Tebong Rubber and Tapioca Estate, Ltd., was held in the office of Messrs. J. A. Wattie and Co., Ltd., on Wednesday afternoon. Mr. R. MacGregor presided, and among the others present were Messrs. J. A. Wattie and E. O. Cumming, directors; W. S. Davidson and A. J. Welch representing the general managers and secretaries; Mr. J. H. Teedale, legal adviser; and Mr. James Snodgrass, agent for the Tebong Estate in Singapore. The resolutions put before the meeting for confirmation were to alter the Articles of Association with reference to resignations on the committee of management, the removal of the directors' nominees thereon, the confirmation of appointments, and remuneration. The confirmation of these was proposed by the Chairman, seconded by Mr. J. A. Wattie, and carried unanimously. This was all the business.

DREADNOUGHTS AS RELICS OF THE PAST!

A striking contrast between King Edward's Coronation Naval Review and that held at Spithead a few days ago was drawn by the Duke of Connaught in opening the International Congress of the Institute of Naval Architects. The congress, which marks the Institute's jubilee, has attracted a remarkable gathering, there being now in London distinguished representatives of all the foreign Ministries of Marine and members of foreign societies, the latter being drawn from France, Germany, the United States, Sweden, Russia, Japan, Holland and Italy.

The Duke said those who attended the naval review the other day could not help comparing the ships at this Coronation review and those of only nine years ago. In that comparatively short space of time naval architecture had been revolutionised, and the advances that had been made was something colossal. (Cheers.) But he supposed that, as in everything else, there was no finality in naval construction; therefore what they might approve of and consider the best at the present day, when they met again those very ships might have become old and interesting relics of the past.

The Marquis of Bristol, in his presidential address, recalled that at the last international congress held in London in 1897, Mr. Goschen, the then First Lord of the Admiralty, expressed the hope that the outcome of that meeting would not result in discoveries which would make obsolete our fleet as it then existed. His lordship then outlined the startling changes that had been made since that date. Submarines, the dream of Jules Verne, were now an accomplished fact, and if their range of action for attack was not yet equal to that of Captain Nemo's famous Nautilus, they were undoubtedly a great potential factor in our organisation for defence.

TAFT ON THE JUMP.

Washington, August 11.—President Taft packed up and left suddenly this morning for Beverly. Nobody knows why he left in such a hurry, and no announcement has as yet been made by White House attaches.

Japan Flooded.

Shanghai, August 11.—The heavy rainfall has flooded the whole of the central part of Japan, including Tokio, causing considerable damage to all systems of communication.

J. W. Gates Dies Suddenly.

(Special to the "Cable News.")

Washington, August 9.—John W. Gates, who recently testified in the present Congressional steel trust probe, and who is popularly supposed to have been the man who induced Theodore Roosevelt to permit the great steel merger in 1907, died suddenly yesterday, leaving a fortune estimated at \$50,000,000.

Death of Senator W. P. Frye.

Washington, August 9.—Senator William P. Frye, senior Maine representative in the national upper house, died this morning. He has been in failing health for over a year, and has done little legislative work since his retirement last April as president pro tem of the Senate. He will be given a State funeral and the house are to be appointed to make arrangements.

O'Brien to Rome and Bryan to Japan.

Washington, August 8.—Secretary Knox of the State Department to-day announced diplomatic nominations to Germany, Italy, and Japan. Ambassador John G. A. Leishman is transferred from Rome to Berlin to the post relinquished by Dr. David Jayme Hill. Ambassador Thomas J. O'Brien leaves the Japanese embassy at Tokyo and goes to Italy, and Charles Page Bryan is named for the Japanese post. Arthur M. Beaupre is appointed Minister to Cuba.

EMPEROR'S BIRTHDAY.

FRIDAY, the 18th instant, Mr. KONRAD VON WISER, Austrian-Hungarian Consul in Hongkong, will be pleased to receive callers at the Imperial and Royal Consulate, Prince's Building, from 11 a.m. to 12.50 p.m.

Hongkong, 16th Aug., 1911. [1297]

HONGKONG GYMKHANA CLUB.

THE FOURTH MEETING of the Season will be held at Happy Valley on SATURDAY, the 19th August, 1911, commencing at 3.30 p.m.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform Half-Price.

The Committee invite the Ladies of Hongkong to be present.

REGINALD F. C. MASTER, Hon. Sec. and Treasurer.

Hongkong, 16th Aug., 1911. [1320]

LATE TELEGRAMS.

[From Manila Papers.]

George Perkins Against Trust Statutes.

Washington, August 11.—George W. Perkins, chief lieutenant of J. Pierpont Morgan, bitterly attacked the anti-trust laws before the congressional steel trust investigating committee yesterday. He was called as a witness to go with E. H. Gary, John W. Gates and Theodore Roosevelt, who have already testified.

Mr. Perkins, in answering questions of the committee, could see no wrong in such combinations of capital as the steel trust. Upon being questioned further, he exclaimed vehemently that the anti-trust laws, as well as the present activity of Congress along the same lines, are a peril to the country and invariably cause business depressions.

Several members of the committee handled Mr. Perkins with out gloves.

Quezon Returns to Washington.

Washington, August 11.—Mamuel Quezon, resident delegate in Congress from the Philippines, has returned from London, where he was a member of the International Race Congress, and has already resumed his propaganda for the independence of the Philippines.

His tour of New England, which was interrupted by President Taft's asking him to go to London, will be finished as soon as possible, and more work will be done among Congressmen before the special session adjourns.

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MILK

FIVE CENTS A PINT.

PURE, FRESH, SEPARATED, NATURAL.

REMOVED: THE CREAM ONLY.

ADDED: NOTHING.

If you must use Separated Milk why not have it

FRESH?

For sale by

THE DAIRY FARM Co., Ltd.

One penny a pint!

FOR SINGAPORE, PENANG AND CALCUTTA. (Taking Cargo on Through Bills of Lading to Rangoon, Madras, and Mauritius.)

THE Steamship

CARRATON APCAR.

Captain G. E. Hudson, will be despatched for the above ports on SATURDAY, the 19th instant, at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON & CO., LD., Agents.

Hongkong, 16th Aug., 1911. [1318]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship.

"KAMO MARU."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 22nd August, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.

Hongkong, 16th Aug., 1911. [5]

POPULAR "ASAHI" BEER



Note our Price \$12.00 per case containing 4 dozen quarts or 6 dozen pints. [84]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE, AND MOJI.

THE Steamship

"ARRATON APCAR."

having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DAVID SASSOON & CO., LD., Agents.

Hongkong, 16th Aug., 1911. [1310]

TO-NIGHT! TO-NIGHT! FRANK FILLIS' GREAT EUROPEAN CIRCUS

SITUATED Victoria Skating Rink

opposite Central Market.

To-night! To-night!

GRAND LAUGHTER PROGRAMME

HELLO! HELLO! BACK!

THIS IS ONE 20 MINUTES' LAUGH.

The others follow including: NEW HORSE ACTS! NEW PONY ACTS! NEW CLOWN ACTS!

ALL TO-NIGHT AT FILLIS' CIRCUS.

The programme of the Season. Popular prices prevail.

Booking plan ROBINSON PIANO CO.

[299] D. B. McPHERSON, Manager.



SCOTLAND'S BEST WHISKY.

THE PERFECT DRINK.

PR. \$21 PER DOZ.

Sole Agents—

H. PRICE & CO., LTD.

12, Queen's Road, Central.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

R.M.S. "MONTAGLE" calls at MOI instead of Nagasaki.
The only line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG
TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec, &c. (Subject to alteration).
Connecting with Royal Mail Atlantic Steamers.

From Hongkong From Quebec.
"EMPEROR OF INDIA" Satur., Sept. 2. "EMPEROR OF BRITAIN" Fri., Sept. 8.
"EMPEROR OF JAPAN" Satur., Sept. 23. "EMPEROR OF IRELAND" Fri., Oct. 20.
"MONTAGLE" Satur., Oct. 14. "AMALIA LINE" Fri., Nov. 10.
"EMPEROR OF INDIA" Satur., Nov. 4. "EMPEROR OF BRITAIN" Fri., Dec. 1.
"Emperor" Steamers will depart from Hongkong at 6 p.m.
12 noon.

Each Trans-Pacific "Emperor" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Emperor of Britain" and "Emperor of Ireland" are magnificent vessels of 14,000 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, and around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).....£71.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.
SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials posted in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars on application to Agents.

Through Passengers are allowed stop-over privileges at the various points of interest en route.

R.M.S. "MONTAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port.....£43. Via New York.....£45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. CRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For Steamship On
SANDAKAN.....MAUSANG.....Saturday, 19th Aug., Noon.
MANILA.....YUENSANG.....Saturday, 19th Aug., 2 p.m.
TIENTSIN.....CHONGSHING.....Saturday, 26th Aug., 4 p.m.
MANILA.....CHONGSHING.....Saturday, 26th Aug., 2 p.m.
SINGAPORE.....PENANG.....Saturday, 26th Aug., 2 p.m.
SINGAPORE.....PENANG.....Saturday, 26th Aug., 2 p.m.
SHANGHAI, KOBE & YOKOHAMA.....NAMSANG.....Friday, 1st Sept., Noon.
MOI.....

RETURN TOURS TO JAPAN, (Occupying 24 days).

The steamers "Kutsang," "Namsang" and "Fookhang" leave about every 8 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

The vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chienan, Tientsin and Newchwang.

† Taking Cargo on Through Bills of Lading to Kwantung, Lohai, Dairen, Simporan, Tampo, Utsun, Fessalon and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.

Telephone No. 216. General Managers.
Hongkong, 16th August, 1911. [8]

THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR
VANCOUVER, SEATTLE AND PORTLAND (Or.) via
SHANGHAI AND JAPANESE PORTS.

Steamer	Tonnage	Captain	On or about
"SUVERIC".....	11,000	F. Cowley.....	September 1st.
"KUMERIC".....	11,000	G. McGill.....	September 26th.

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

These steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,
KING'S BUILDING, Praya Central.

Telephone No. 780,
Hongkong, 16th August, 1911. [805]

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
JAVA, CHINA AND JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjibodas.....	JAVA	1st half Aug.	JAVA	1st half Aug.
Tjimahi.....	JAVA	1st half Aug.	JAPAN	1st half Aug.
Tjikini.....	JAVA	1st half Aug.	SHANGHAI	1st half Aug.
Tjilijap.....	JAPAN	2nd half Aug.	JAPAN	2nd half Aug.
Tjiluwong.....	JAPAN	2nd half Aug.	JAPAN	2nd half Aug.
Tjiloroem.....	JAPAN	2nd half Aug.	JAPAN	2nd half Aug.
Tjilipanas.....	JAPAN	2nd half Aug.	JAPAN	2nd half Aug.
Tjilmanock.....	JAPAN	2nd half Aug.	JAPAN	2nd half Aug.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,
KING'S BUILDING, Praya Central.

Telephone No. 315
Hongkong, 16th August, 1911. [914]

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.....	INO-MARU, Capt. R. Takeda, Tons 7,000	WEDNESDAY, 16th Aug., at 5 p.m.
	HIRANO MARU, Capt. H. Fraser, T. 9,000	WEDNESDAY, 30th Aug., at Daylight.
	TANGO MARU, Capt. K. Kawara, Tons 8,000	WEDNESDAY, 13th Aug., at Daylight.

VICTORIA, B.C. & SEATTLE... KAMAKURA MARU, Capt. B. Kon, Tons 7,000 SATURDAY, 9th Sept., from KOBE

VICTORIA, B.C. & SEATTLE via KIELING, SHANGHAI, MOI, KORE, YOKOHAMA, SINGAPORE & YOKOHAMA... INABA MARU, Capt. S. Tomimaga, Tons 7,000 TUESDAY, 12th Sept., at 4 p.m.

SYDNEY & MELBOURNE via MANILA, TUESDAY ISLAND, TOWNSVILLE and BRISBANE..... YAWATA MARU, Capt. T. Sekine, Tons 5,000 FRIDAY, 1st Sept., at Noon. NIKKO MARU, Capt. M. Yagi, Tons 6,000 FRIDAY, 27th Oct., at Noon.

KOBE & YOKOHAMA... KAMO MARU, Capt. Sommer, Tons 9,000 THURSDAY, 17th Aug., at 11 a.m.

YOKOHAMA... NIKKO MARU, Capt. M. Yagi, T. 6,000 WEDNESDAY, 30th Aug., at Noon.

BOMBAY via SINGAPORE & COLOMBO... TOSA MARU, Capt. Tozawa, Tons 6,000 TUESDAY, 22nd August.

† Fitted with new system of wireless telegraphy. † Cargo only.

† Carries deck passengers. † Calling at Djibouti.

CHEAPEST SUMMER RATES

between

HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

	YOKOHAMA	KOBE	MOI	NAGASAKI
1st Class.....	\$120	\$110	\$100	\$90
2nd.....	\$80	\$70	\$60	\$50

With option of rail between steamers calling ports in Japan.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Round-the-World Tickets also issued.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
Manager. [5]

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	To SAIL.
SHANGHAI.....	"YUENHANG".....	17th Aug., 4 p.m.
MANILA, ZAMBOANGA & AUSTRALIAN PORTS.....	"TAIYUAN".....	18th " 4 p.m.
SHANGHAI.....	"ANHUI".....	19th " 4 p.m.
HOIHOW & HAIPHONG.....	"SUNGKIANG".....	22nd " 8 a.m.
MANILA, CEBU & ILOILO.....	"KAIKONG".....	22nd " 4 p.m.
SHANGHAI.....	"CHENAN".....	24th " 4 p.m.
WEIHAIWEI & TIENTSIN.....	"HUICHOW".....	26th " 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A Duty qualified Doctor in carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—Twin Screw Steamers "Toan" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. saloon accommodation of a.s. "Kaifong" is situated on deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Lina, Chinkua), with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Reduced Fares.—Single \$45. Return \$75.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.
Hongkong, 16th August, 1911. [5]

Shipping—Steamers

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to

Marseilles, Havre, Bremen and Hamburg and New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa and other Mediterranean Legitimate Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama: S.S. "Prinzess".....28th Aug.	For Havre & Hamburg: S.S. "Silesia".....22nd Aug.
"Suez".....6th Sept.	For Rotterdam & Hamburg: S.S. "Krisgavia".....24th Aug.
"Suey".....29th Sept.	For Havre, Bremen & Hamburg: S.S. "Ambra".....1st Sept.
"Bayern".....6th Oct.	For Marseilles, Havre & Hamburg: S.S. "Alesia".....15th Sept.
"Arendia".....18th Oct.	For Rotterdam & Hamburg: S.S. "Pruisen".....22nd Sept.
"Slavonia".....3rd Nov.	
"Scandia".....15th Nov.	
"Svein".....2nd Dec.	

For Further Particulars, apply to—

Hamburg-Amerika Linie,
Hongkong Office.

Hongkong, 16th August, 1911. [956]

HONGKONG—
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO.

Steamship	Tons	Captain	For	Sailing Date.
RUBI.....	4000	S. C. Osby...	MANILA, CEBU & ILOILO	MONDAY, 21st Aug., 4 p.m.
ZAFIRO.....	4000	M. C. Smith.	MANILA, CEBU & ILOILO	WEDNESDAY, 30th Aug., 1 p.m.

For Freight or Passage apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 12th August, 1911. [14]

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOI.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For	Steamship	Captain	Tons	Leaving

For Freight and Passage, apply to

A. R. MARTY,
24, Des-Vieux Road.

Telephone 118.
Hongkong, 12th June, 1911. [1098]

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
ST. ALBANS.....	28th July	Tuesday, Aug. 22.
EASTERN.....	25th Aug.	Saturday, Sept. 16.
ALDENHAM.....	8th Sept.	" Sept. 30.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provision, &c., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.,
Agents. [967]

TOYO KISEN KA'SHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting at San Francisco with the WESTERN PACIFIC RAILWAY.

THE SAN-FRANCISCO SCENIC ROUTE.

The Twin Screw Steamer

"NIPPON MARU" (Capt. W. E. Filmer), will be despatched from Hongkong on the 18th August next, at Noon, via SHANGHAI and NAGASAKI to KOBE where passengers and cargo will be transhipped to the new and improved triple screw turbine steamer

"SHINYO MARU" (Capt. H. S. Smith), the latest addition to the trans-Pacific service, and a sister ship of the a.s. "TENYO MARU" and "CHIYO MARU."

This new turbine steamer is replete with every modern convenience, including a Palm Garden on the Bridge Deck; all state-rooms are outside rooms.

SOUTH AMERICAN LINE.

In connection with the National Railways of Mexico at Mexico City. The only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

Steamer	Tons	Date of Sailing
Kiyo Maru.....	17,500	Tuesday, 22nd August, at Noon.
The S.S. "KIYO MARU" will be despatched from Hongkong via MOI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL on TUESDAY, 22nd August, at Noon.		

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, Agent,
KING'S BUILDING (Opposite Blake Pier)

Telephone No. 36.
Hongkong, 16th August, 1911. [5]

COMMERCIAL.

BULLION.

Messrs. Samuel Montagu & Co.'s Circular dated London, July 20, contains the following:—

Gold.—The arrivals of bar gold—about £750,000—did not meet with any Continental demand of consequence. The bulk, after providing for India (£110,500) and the trade, will be sent into the Bank of England. The following amounts were received by the Bank:—

July 13, £111,000 in bar gold.

" 14, 27,000 " "

" 15, 17,000 " "

" 15, 0,000 " sovereigns from France.

" 17, 13,000 in bar gold.

" 18, 17,000 " "

" 19, 10,000 " "

Withdrawals were made as under:

July 13, £300,000 in sovereigns for Constantinople.

During the week there has been a net influx of £110,000.

Silver.—The market has remained throughout the week almost without change and languid in tone. The rains in India are reported to be still pretty favourable news as to the monsoon would no doubt enliven the market to some extent, but it does not follow that much improvement in price can be looked for now that the large speculative stocks are evidently in wearied hands. The Indian Bazaars have bought in this market, and there is a certain amount of outside demand, which may be expected to continue.

On the whole, the market is in favour of steady prices; at present the China Banks are able to lock up, without discomfort, a considerable sum in silver, but it would not be surprising, when the banks find a better use for their money, if the tightening of their purse strings should impel them to jettison a portion of their holding and postpone the balance for future delivery by selling silver for cash, and buying for 2 months.

Considering the unwieldy stocks in existence such an operation on a large scale would probably depress the cash price—for in the present conditions of affairs, the forward price is the true index of market value.

The stock in Bombay is increased by 400 bars, and the stock of silver rupees held in the Indian Treasury reserves in 3-4 of a crore heavier. A shipment of £10,000 has been made from San Francisco to Hongkong.

Messrs. Mocatta and Goldsmid's Circular dated London, July 21, says:—

The price of silver for five consecutive days during the past week remained stationary at 24.3-8d. and for a whole month has only varied between 24.7-10d. and 24.5-10d. (the latter being to-day's quotation) which is a steadiness unparalleled in the silver market during the last ten years.

The exact cause is difficult to trace, unless it is that operators are waiting for definite news of the monsoon on which so much depends and about which the reports at present are not altogether satisfactory. The cheapness of money is at present favourable towards the group of Indian speculators who hold so much silver, but good crops are essential to enable these speculators to relieve themselves of their burden, and consequently the monsoon is watched with unusual interest.

India has been the chief buyer this week, but it is expected that the greater portion of to-day's shipment (about £250,000) to Bombay will eventually find its way to China either in the form of dollars or bars. After the departure of this, the "estimation" steamer, the apathetic tone of the market may become even more pronounced, though the price seems likely to remain at about its present level.

Gold.—After satisfying the requirements for India and a small Continental demand, the Bank of England secured the remainder of this week's arrival. Since our last circular the Bank has received £500,000 in bars and coin, whilst £200,000 in sovereigns have been withdrawn for Constantinople.

LOG BOOK.

Cargo on Fire.

The Blue Funnel steamer Antiochus, with cargo from the East, arrived at Peking with her cargo on fire on July 16. The fire started among the hemp in No. 1 hold and was only extinguished after the hold had been flooded. It is anticipated that about 1,000 bales of hemp have been damaged by fire and water. After the cargo had been discharged the vessel was surveyed and found to have sustained no structural damage and left Port Said for Liverpool on July 21.

Violence of Immigration Laws.

The claims made against the Wolf steamer Orteric at Honolulu, where the steamer was fined \$10,000 by the U.S. Government for alleged violations of the immigration laws, will be referred to a board of arbitration in London. The court will consist of two British business men—one to be appointed by the territory and one by Messrs. Andrew Weir & Co., owners of the Orteric. The main point in the dispute is the question of the charges arising out of the quarantine of the steamer on her arrival in Hawaii and consequent detention of the immigrants. The territory takes the view that these charges were due entirely to the failure of the officers of the steamer to maintain proper sanitary precautions and to enforce the usual rules during the long voyage to Honolulu.

Rumours of Nationalization of Shipping Unfounded.

In connection with the rumours that the China Merchants' Steam Navigation Company is to be nationalized the following statement has been made by the Board of Posts and Communications in reply to a communication from the officials of the company:—Your telegram duly received and contents noted. Your company as a commercial enterprise has been in existence for forty years successfully. Your success is solely due to bring a commercial enterprise in business competition and it is not of the nature of a government undertaking. Even though there may be some who propose to make your company a Government concern this Ministry will never permit it and not only that, this Ministry has not discussed such a matter. Therefore it is desired that the board of directors inform your shareholders about this, and it is hoped that you will deal with your business, as hitherto, with success.

Owing to the rapid silting of the river opposite the bund at Tientsin, the Suiwon, which had been loading at the Peking Syndicate Wharf, found it necessary to discharge some 250 tons of the cargo she had just taken in in order to get off the mud on July 26. It is stated that a bank over two feet in height had formed outside the vessel while she was lying at the wharf.

GERMAN PRESS VIOLENCE.

The "Daily Mail" correspondent at Berlin writes that the German inspired Press has opened a campaign of abuse against "The Daily Mail" and also against "The Times" by way of reply to the report which appeared of Germany's exorbitant "compensation" demands. These demands, which are for 200 miles of coast in the French Congo, a sphere of commercial influence in Morocco, and the right of pre-emption which France has over the Belgian Congo, are not denied.

The semi-official "Cologne Gazette" with uncouth sarcasm describes the tactics of the "English Anti-German Press" in exposing the scope of Germany's demands, but carefully refrains from discussing them.

Intimations

AERTEX CELLULAR.

COOLEST & MOST COMFORTABLE UNDERWEAR

THE SUMMER HIGH GRADE.

J. T. SHAW,

TAILOR AND OUTFITTER,

Hongkong Hotel Buildings,

Queen's Rd. Central. [1258]

PEAK TRAMWAYS CO. LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m.	Every 15 min.
8.00 a.m. to 10.00 a.m.	10 min.
10.00 a.m. to 11.00 a.m.	15 min.
11.30 a.m. to 12.45 p.m.	15 min.
12.45 p.m. to 1.15 p.m.	10 min.
1.15 p.m. to 1.45 p.m.	15 min.
1.45 p.m. to 2.15 p.m.	10 min.
2.15 p.m. to 5.00 p.m.	15 min.
5.00 p.m. to 8.10 p.m.	19 min.

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.30 p.m. every 15 minutes.

SUNDAYS.

8.00 a.m. to 10.30 a.m.	every 15 min.
10.30 a.m. to 11.00 a.m.	10 min.
11.45 a.m. to 12.00 noon	15 min.
12.00 noon to 1.00 p.m.	10 min.
1.00 p.m. to 5.00 p.m.	15 min.
5.00 p.m. to 8.00 p.m.	10 min.
8.00 p.m. to 7.00 p.m.	15 min.
7.00 p.m. to 8.10 p.m.	10 min.

NIGHT CARS as on Week Days.

SATURDAYS.

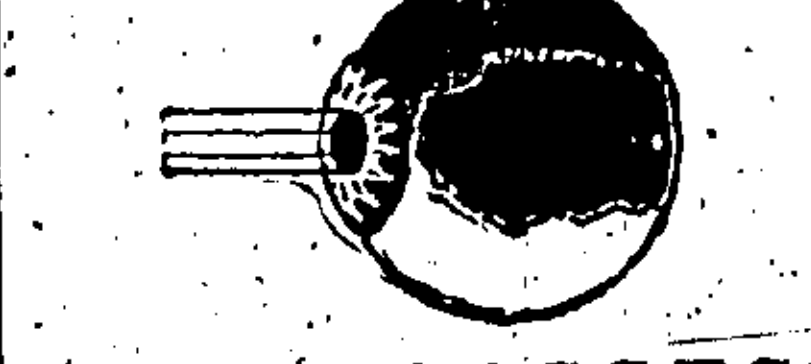
Extra Cars at 11.45 p.m.

SPECIAL CARS.

By Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

JOHN D. HUMPHREYS & SON

General Managers, Hongkong, 16th June, 1911.



SUN GLASSES.

Any tint made to any prescription.

No charge for testing sight.

Repairs of all description made by competent workmen.

N. LAZARUS,

Ophthalmic Optician,

1A, D'Aguiar Street,

Hongkong, 24th July, 1911. [1229]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP...\$1,250,000.)

Loans on Mortgage of House Property &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System (Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & CO. General Managers.

Hongkong, 19th March, 1908. [1241]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	ANGADIA	17th Aug.	Daylight, Freight and Passage.
	DELTA	17th Aug.	About, Freight and Passage.
	DELTA	31st Aug.	About, Freight and Passage.
LONDON, VIA	DEVANHA	Noon, 19th Aug.	See Special Advertisement.
USUAL PORTS OF CALL	North	About, 29th Aug.	Freight and Passage.
LONDON & ANTWERP	North	About, 29th Aug.	Freight and Passage.
PORT SAID AND SUEZ	DELTA	About, 5th Sept.	Freight only.
ANCHAL	DELTA	About, 5th Sept.	Freight only.
MOJI & KOBÉ	DELTA	About, 5th Sept.	Freight only.
YOKOHAMA	DELTA	About, 5th Sept.	Freight only.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 14th August, 1911.

NORDDEUTSCHER LLOYD.

BREVEN.

IMPERIAL GERMAN MAIL LINES.

For STEAMERS TO SAIL ON

KUDAT & SANDA KAN	"BORNEO"	5.050	Middle of August.
KOBÉ & YOKOHAMA	"COCHIN"	6.750	About, TUESDAY, 22nd Aug.
SHANGHAI, TSINGTAU, KOBÉ and YOKOHAMA	"DELTA"	16.900	About, WEDNESDAY, 23rd Aug.
NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"KLEIN"	17.000	WEDNESDAY, 23rd Aug., at Noon.

All the steamers of the European Line are fitted with Wireless Telegraphy.

New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG and CHINA.

Hongkong, 11th August, 1911. [127]

A. P. JEANNOU, 15, Queen's Road Central.

Just arrived a Large Stock from Italy,

MACARONI, VERMICELLI and SPAGHETTI,

in Packets of 1 lb. and in Boxes of 45 lbs. [1220]

THOS. COOK & SON.

Tourist, Steamship and Forwarding Agents, Bankers, &c.

Head Office for the Far East—16, DES VOEUX ROAD, HONGKONG

SHANGHAI: 2-3, Fookchow Road. YOKOHAMA: 32, Water Street.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

992 CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

Electrical Drives, Hydraulic and Pneumatic Tools installed throughout the Works.

50-ton Hydraulic TESTING MACHINE for Chains, Wire, Ropes, Rivets and Metal Specimens.

SHANGHAI DOCKYARD & ENGINEERING CO.

HONGKONG, CHINA

GRAVING DOCK 78ft. by 88ft. by 8ft. 6 in. Pumps empty Dock in 2-3-4 hours.

THREE PATENT SLIPWAYS take up vessels up to 3,000 tons in weight, providing condition for painting ships with most efficient result.

100-Ton ELECTRIC CRANE on Quay—ELECTRIC OVERHEAD CRANES THROUGHOUT the Works RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE

HONGKONG, CHINA & JAPAN

Shipping-Steamers.

DOUGLAS STEAMSHIP CO. LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW AND RETURN

N. (Occupying 9 to 10 days.)

CAPTAIN

Haitan ... [Capt. J. S. Ross] ... FRIDAY, 18th Aug., at P.M.

During the months of JULY and AUGUST, RETURN TICKETS

are valid for three months will be issued at a reduction of 20% on the usual rate to Foochow.

Steamers will arrive at, and depart from the Co.'s Wharf near Black Pier.

For Freight and Passage, apply to

Douglas, Lapraik & Co., General Managers.

957]

Consignee

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S.S. "WELSH PRINCE," FROM NEW YORK.

CONSIGNEES of Cargo by the

above named vessel are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be required.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 21st August, at 2.30 p.m.

No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 21st August, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 27th inst., or they will not be recognized.

No Fire Insurance has been effected.

ARNHOLD, KARBURG & Co., Agents.

Hongkong, 14th Aug., 1911. [1814]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "BRAEMAR."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Holt's Wharf, at Kowloon, whence and/or from the wharves delivery may be required.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st instant, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 14th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 2.30 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DOBELL & CO., LTD., Agents.

Hongkong, 14th Aug., 1911. [1815]

To Sail

"INDRA" LINE, LIMITED.

FOR NEW YORK via SUEZ CANAL

(With liberty to call at Malabar Coast).

THE Steamship

"INDRADEO,"

Captain W. H. Lee, will be despatched as above about 26th inst.

This steamer has excellent accommodation for a limited number of first class passengers, and attention is directed to the moderate rates of passage money charged.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd. Agents.

Hongkong, 4th Aug., 1911. [1296]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM & ANTWERP.

THE Steamship

"CARMARTHENSHIRE,"

Captain R. L. Daniel, will be despatched as above, on or about 30th inst.

The attention of Passengers is directed to the excellent accommodation provided by this steamer at moderate rates. A Doctor and Stewardess are carried, and all cabins are fitted with electric fans.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd. Agents.

Hongkong, 9th Aug., 1911. [1809]

AMERICAN-ASIATIC S.S. CO.

FOR BOSTON NEW YORK

PORTS & SUEZ CANAL

(With liberty to call at the Malabar Coast).

S.S. "KATUNA"

on or about 6th September, 1911

For Freight and further information apply to

SHEWAN, TOMES & Co., General Agents.

Hongkong, 14th Aug., 1911. [1816]

E. C. WILKS, M.L.M.S.E., A.M.N.A.

Consulting Engineer and Surveyor for construction, Valuer and Assessor for the purchase, or sale, of Steamships or Launches.

ALEXANDRA BUILDINGS, 2nd Floor.

Hongkong, 1st May, 1911. [1100]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO. General Managers.

Hongkong, 16th Aug., 1910. [1241]

OTE LOUVENCOURT EXTRA DRY.

\$24.00 per 1000 cases.

FRENCH STORE,

6, Queen's Road.

Hongkong, 17th Aug., 1911. [1241]

Auction

PARTICULARS and CONDITIONS of letting by Public Auction Sale, to be held on MONDAY, the 21st day of August, 1911, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at May Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Boundary Measurements	Contents in Square feet	Annual Rent	Upset Price
145	145	145	145	145

Hongkong, 12th Aug., 1911. [1812]

To Let

TO LET.

GODOWNS at Blue Buildings,

4a, Praya East.

"ORRIGAN," 39, The Peak.

No. 10, MACDONNELL ROAD.

GODOWNS, 151 to 155, PRAYA EAST.

SEMI-EUROPEAN FLATS.

East corner of Observation

Place. The Trams stop at the

door.

Also NEW EUROPEAN FLATS

adjoining the new Seaman's

Institute, Praya East.

Apply to

THE HONGKONG LAND

INVESTMENT & AGENCY CO.,

LIMITED.

Hongkong, 1st July, 1911. [169]

TO LET.

GODOWN No. 5A, DUNDAS

STREET.

Apply to

THE HONGKONG LAND

INVESTMENT & AGENCY

COMPANY LIMITED.

Hongkong, 1st July, 1911. [161]

TO LET.

GODOWNS in MASONS LANE

good for storage of Wines and

other articles. Rent moderate.

The BUILDING now in occupation

of The Mercantile Bank of India to be

let from 1st January, 1912.

Apply to

DAVID SASSOON & Co.

Hongkong, 12th July, 1911. [1087]

WANTED.

AN ASSISTANT COSTS CLERK.

Preference given to applicants

with previous experience.

Apply to

DEACON, LOOKER & DEACON,

13 Des Voeux Road.

Hongkong, 10th Aug., 1911. 1807

JOHN THOMAS COTTON.

VETERINARIAN & FARRIER

(Qualified).

Business Address—

AH TOO STABLES,

No. 7, Russell Street,

Hongkong.

Telephone No. 272.

Hongkong, 27th July, 1911. [1059]

TSANG KWONG COMPANY.

ELECTRICAL AND GAS

CONTRACTORS.

COMMERCIAL.

EXCHANGE.

Selling.	
T.T.	1/9 1/16
Demand	1/9 7/16
80 d/s.	1/9 1/16
4 m/s.	1/9 9/16
T/T. Shanghai	76 1/2
T/T. Singapore	76 1/2
T/T. Japan	87 1/2
T/T. India	138 1/2
Demand India	138 1/2
T/T. San Francisco and New York	48 1/2
T/T. Japan	107 1/2
T/T. Marks	182 1/2
T/T. France	225 1/2
Buying.	
4 m/s. L/C.	1/9 13/16
4 m/s. D/P.	1/9 15/16
6 m/s. L/C.	1/9 15/16
30 d/s. Sydney & Melbourne.	1/10 1/16
30 d/s. San Francisco & New York	48 1/2
4 m/s. Marks	182 1/2
4 m/s. France	225 1/2
6 m/s. do.	231 1/2
Bar Silver	24
Bank of England rate.	3 1/2
Sovereign.	\$11.15

POST OFFICE.

Only fully prepaid letters and post-cards are transmissible by the Siberian Route to Europe.

The a.s. Duvanka, with the Siberian Mail, is due to arrive here Friday 18th inst.

A Mail will close for:—
Peking, and Haiphong—Per Hanchi, 17th Aug., 9 a.m.

Singapore and Chiofo—Per Kwangping, 17th Aug., 10 a.m.

Kobe and Yokohama—Per Kanyo-maru, 17th Aug., 10 a.m.

Macao—Per Sui Tai, 17th Aug., 1.15 p.m.

Shanghai—Per Yochow, 17th Aug., 3 p.m.

Hohow and Haiphong—Per Carl Diederichsen, 18th Aug., 8 a.m.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu, and San Francisco (Siberian Mail to Europe)—Per Nippon Maru, 18th Aug., 11 a.m.

Swatow, Amoy and Foochow—Per Hailan, 18th Aug., noon.

Macao—Per Sui Tai, 18th Aug., 1.15 p.m.

Manila, Cebu, Iloilo, Zamboanga, Port Darwin, Thursday, Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per Talyman, 18th Aug., 3 p.m.

Sandakan—Per Maunsang, 19th Aug., 11 a.m.

Europe, &c., India via Taitoria—Per Devanla, 19th Aug., 11 a.m.

Manila (taking Mail for Cebu and Iloilo)—Per Yuensang, 19th Aug., 1 p.m.

Macao—Per Sui Tai, 19th Aug., 1.15 p.m.

Kobe—Per Tjikini, 19th Aug., 3 p.m.

SHANGHAI, SIBERIAN MAIL to Europe—Per Anhui, 19th Aug., 3 p.m.

Singapore, Penang and Calcutta—Per Pookang, 21st Aug., 11 a.m.

Manila, Cebu and Iloilo—Per Rubi, 21st Aug., 3 p.m.

Hohow and Haiphong—Per Sung-king, 21st Aug., 5 p.m.

Koelung, Shanghai, Moji, Kobe, Yokohama, Victoria and Tacoma—Per Panama-maru, 22nd Aug., 10 a.m.

Moji, Kobe, Yokohama, Honolulu, Salina Cruz, Chilo, Iquique, Valparaiso and Coronel—Per Kiyomaru, 22nd Aug., 11 a.m.

Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per St. Albans, 22nd Aug., 11 a.m.

Manila, Cebu and Iloilo—Per Kaifong, 22nd Aug., 8 p.m.

Europe, &c., India via Taitoria—Per Kilest, 23rd Aug., 11 a.m.

SHIPPING NEWS.

MAILS DUE.

Pacific (Siberia) 18th inst.
Pacific (China) 22nd inst.
German (Bulow) 23rd inst.
Pacific (Manchuria) 23rd inst.

The E. & A. str. Eastern, from Sydney, &c., left Port Darwin this morning for Manila and this port.
The P. M. S.S. Co. s.s. Mongolia, arrived at San Francisco on the 18th inst.

The Imperial German Mail s.s. Luettow, which left here on the 10th inst., at 10 a.m., arrived at Singapore on the 14th inst., at 6 p.m.

The P. & O. S. N. Co. s.s. Palma is expected to arrive at Colombo on the 24th inst., at noon.

The P. & O. S. N. Co. str. Cayton arrived at London on the 18th inst., at a.m.

ARRIVALS.

Tokumaru, Br. s.s., 2,862, Hazeland, 16th Aug.—Hankow 8th Aug., Gen.—B. & S.

Haitian, Br. s.s., 1,182, J. S. Kosch, 16th Aug.—Fochow and Swatow 15th Aug., Gen.—D. L. & Co.

Arratoon, Br. s.s., 2,931, G. F. Hudson, 16th Aug.—Moji 10th Aug., Gen.—D. S. & Co.

Daijin Maru, Jap. s.s., 899, Y. Yamamoto, 16th Aug.—Tansui 18th and Swatow 15th Aug., Gen.—O. S. K.

Yochow, Br. s.s., 1,306, McIntosh, 16th Aug.—Canton 16th Aug., Ballast.—B. & S.

Arcadia, Br. s.s., 3,513, S. Barcham, 16th Aug.—Bombay 1st Aug., Mail and Gen.—P. & O. S. N. Co.

Signal, for Swatow, 15th Aug., for Singapore, 15th Aug., for Swatow, 15th Aug., for Bangkok, 15th Aug.

Ceylon-maru, for Shanghai, 15th Aug., for Fochow, 15th Aug., for Canton, 15th Aug., for Hongkong, 15th Aug., for Bangkok, 15th Aug.

Onsang, for Kailash, 15th Aug., for Singapore, 15th Aug., for Swatow, 15th Aug., for Bangkok, 15th Aug.

Si-kiang, for Haiphong, 15th Aug., for Canton, 15th Aug., for Hongkong, 15th Aug., for Bangkok, 15th Aug.

White, 29th June—Canton 28th June, Ballast.—Standard Oil Co.

Per s.s. Arcadia, arrived 16th Aug., from Bombay.

Armstrong, Capt. Melver, Mr. and Mrs. M. MacDonald, J. Barry, P.

Burn Coffield, G. F. C. Coffield, E. Chuan Yee Chon, Day, Serg. F. O.

Ediso, G. M. T. Goodacre, E. Lummet, Capt.

Allen, Mr. O. A. Lau Yuen Brown, H. L. MacLennan, Capt. Ball, H. L. Mooney, Mr. and Mrs. C. H. O. Handford, Mrs. Handford, Master Harry, Q. Howard, Wilson, W. H. H. Mrs. A. E. White Yoshiz wa, Mrs.

1st August—Antiochus, Ben-venue, Bulow, Ceylon, Doro Ono. 4th August—Agamemnon, Aki Maru, Antenor, Austria, Caladon, Dunblane, St. Patrick, Sthonia, York. 8th August—Nolan, Semdi, 11th August—Ping Sney, Slavonia, Theseus, Tranquebar, Dumbet.

Arrivals at Home. 4th August—Ernest Simons, Machaon, Afghan. 8th August—Hitachi Maru, Suavia. 11th August—Vandella.

SHIPS PASSED THE CANAL.

1st August—Antiochus, Ben-venue, Bulow, Ceylon, Doro Ono. 4th August—Agamemnon, Aki Maru, Antenor, Austria, Caladon, Dunblane, St. Patrick, Sthonia, York. 8th August—Nolan, Semdi, 11th August—Ping Sney, Slavonia, Theseus, Tranquebar, Dumbet.

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VESSELS IN PORT.

STRAMERS.

Bron Androsson, Br. s.s., 2,774, S. M. Reid, 10th Aug.—Kobe 4th Aug., Coal.—Gilmann & Co.

Carl Diederichsen, Ger. s.s., 774 Ch. Jurgensen, 16th Aug.—Pakhol 18th Aug., Gen.—J. & U.

Hanoi, Fr. s.s., 780, G. Banchier, 14th Aug.—Haiphong via Pakhol 12th Aug., Gen.—A. R. Marty.

Humen, Br. s.s., 1,148, Speed, 14th Aug.—Kartou 8th Aug., Coal.—B. & S.

Kamo Maru, Jap. s.s., 5,284, F. L. Sommer, 16th Aug.—Singapore 10th Aug., Gen.—N. Y. K.

Kijo Maru, Jap. s.s., 3,000, S. Togo, 6th Aug.—Moji 30th July, Coal.—T. K. K.

Kang Ping, Br. s.s., 1,245, G. W. Wragot, 13th Aug.—Canton 12th Aug., Ballast.—Dobbin.

Laertes, Br. s.s., 1,910, Page, 8th Aug.—Saigon 2nd Aug., Gen.—Wo Fat Sing.

Mausang, Br. s.s., 1,314, G. S. Weigall, 11th Aug.—Sandakan 6th Aug., Gen.—J. M. & Co.

Nippon Maru, Jap. s.s., 3,452, W. E. Jilmer, 8th Aug.—San Francisco 12th July, Gen.—T. K. K.

Pannia Maru, Jap. s.s., 3,750, Moto 10th Aug.—Shanghai 7th Aug., Gen.—O. S. K.

Petchaburi, Ger. s.s., 1,378, O. Gosowisch, 12th Aug.—Bangkok and Swatow 11th Aug., Rice.—B. & S.

Samsen, Br. s.s., 993, R. Petersen, 10th Aug.—Bangkok 1st Aug., Rice and Wood.—B. & S.

Sol-tad, Nor. s.s., 897, H. Meisam, 10th Aug.—Leberitk 3rd Aug., Coal.—A. T. & Co.

Taiyuan, Br. s.s., 1,450, L. Dawson, 12th Aug.—Melbourne 11th July, Gen.—D. & S.

Tikiai, Dan. s.s., 2,888, H. Loney, 14th Aug.—Batavia 15th July, and Macassar 5th Aug., Gen.—J. C. J. L.

Tijiwong, Dutch s.s., 3,061, J. B. V. Damine Jalink, 14th Aug.—Amoy 8th Aug., Coal and Gen.—O. J. L.

Verfold, Nor. s.s., 1,172, Botelsen, 11th Aug.—Saigon 7th Aug., Rice.—C. S. S. Ltd.

Yuensang, Br. s.s., 1,128, P. H. Rolfe 16th Aug.—Manila 12th Aug., Hemp and Gen.—J. M. & Co.

SAILING VESSEL.
Delipse, Br. 4-masted Barque, 2,999, White, 29th June—Canton 28th June, Ballast.—Standard Oil Co.

NOTIFICATIONS.

RIGHTS, DUTIES & LIABILITIES OF SHAREBROKERS.

EVERY Man and Woman in Hongkong should read the series of Articles appearing in the "HONGKONG TELEGRAPH" on

THE RIGHTS, DUTIES AND LIABILITIES OF SHAREBROKERS.

The law is clearly stated. The faults of the Hongkong system criticised. Two Articles have already appeared, but back numbers can be obtained on application.

Further instalments will appear on Saturdays until completion of the series. Don't Miss Them. They will interest you deeply, and are worth preserving.

"HONGKONG TELEGRAPH," 47, Des Voeux Road Central, Hongkong, 8 Aug., 1911. [1304]

DRAGON CYCLE DEPOT, ELECTRICIANS.

Steam, Oil, Gas and Motor Engineers and Rickshaw Builders.

Repairs to Typewriters, Bicycles, Phonographs, and all kinds of Electric Goods and Machinery.

'PHONE 482. No. 63, Des Voeux Road Central. Managing Proprietor: C. LAURITSEN.

Hotels.

HONGKONG HOTEL.

First Class and Up-to-date.

Hongkong, 20th April, 1911.

J. H. TAGGART, Manager. [25]

GRAND HOTEL,

Telephone 194.

MANAGEMENT & CUISINE UNDER EUROPEAN MANAGEMENT.

3571

F. REICHMANN, Proprietor.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of L. GAMEAU, Proprietor. N. BLUMENTHAL, Manager. Telephone, 170. Telegrams "Astor." [24]

OPEN AIR SKATING RINK

BELLE VIEW HOTEL.

Telephone No. 907.

SESSIONS 10 A.M. to 12 Noon.

2 P.M. to 4 P.M.

Admission 25 cents.

5 P.M. to 8 P.M.

9 P.M. to 11 P.M.

Admission 50 cents.

String Band will play at the above Hotel every Sunday commencing from 4 p.m. to 10 p.m.

W. GALLAGHER, Manager. [15]

Hongkong, 16th August, 1911.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP

The Peak, near the Tram Terminus.

Tel. 56.

For Terms, apply to the

MANAGER.

HOTEL LISTS.

ASTOR HOUSE.

Baudry, J. Loo Lin York

Bell, Miss Bella Lugbill, V.

Bell, Miss Mary Mody, N.

Bolli, G. Morris, Mrs. K.

Brown, H. L. de

Bryland, A. Nichols, Mr. and Mrs. Th.

Brown, J. Burns, Mr. and Mrs. Th.

Burns, L. G. Pernant, Mr. and Mrs.

Burton, H. M. Ramagat, H.

Cann, V. Ravenet, Mr. and Mrs.

Dawson, H. W. Mrs.

Donaldson, H. Rendon, L.

Dickson, W. Roenthal, F.

Evans, H. G. Ross, Joo

Grappado, A. Sizer, P. K.

Goodwin, W. J. Smith, J.

Gourgey, M. Sprinkle, W.

Gulbert, Mr. and Mrs. A. & family

Hantisch, F. Urban, Mr. and Mrs.

Joseph, J. Mrs.

Lapique, P. A. Williams, W. A.

Lio Keng Tolon

Donson, A. Mondyk, A. C.

Gaddis, Mr. and Ritchie, Mr. and Mrs.

Gaskell, Mr. and Sisler, Lieut. and Mrs. W. H.

Grant-Smith, E. Smith, Mr. and Mrs. Morton

Grant-Smith, Mrs. Smithson, Miss

Hancock, Lieut. & Smithson, Miss

Mrs. B. L., s.s. Stoneham, H. F.

King, Mr. & Mrs. Sutton, Mr. and Mrs. F.

Mackenzie, A.

Blum, N. Paul, Samuel

Brownlow, E. O. Pringle, J. W.

Craw, A. B. Paterson, Mr.

Donnelly, Mrs. and Ramsey, Mrs. A. children—

Geering, Phillip Schimmschmidt

Hahr, Mr. and Mrs. Mr.

Hoff, E. Steinhorst, T. B.

Hudson, C. W. Taylor, R.

James, B. Treadgold, E. J.

Kerney, J. Trumett, Mr.

Key, Dr. F. Vinchoh, H. J.

McPherson, D. B. Wawn, Capt. & Mrs.

Moorey, R. J. Mrs.

Muller, Mr. Wilson, J.

Namings, P. W. L. Wood, Mrs. O. H.

Blum, N. Paul, Samuel

Brownlow, E. O. Pringle, J. W.

Craw, A. B. Paterson, Mr.

Donnelly, Mrs. and Ramsey, Mrs. A. children—

HONGKONG HOTEL.

Buckland, P. J. Mitchellmore, E. V.

Chilvers, P. T. Moulder, Mr. and Mrs. A. B.

Condon, H. L. Mrs. A. B.

Crocker, Mr. and Nelson, W.

Mrs. C. H. Nicholson, B. J.

Davidson, N. K. Nisbet, Mr. and Mrs. H. A. & Mrs. H. A. & Mrs. H. A.

D'Oettingen, V. child

Draz, W. C. child

Duncan, Mr. and North, W.

Mrs. G. J. Paton, Dr. and Mrs. B. J. W.